

THE CALCUTTA JOURNAL.

OF

Politics and General Literature.

VI.]

MONDAY, DECEMBER 30, 1822.

[No. 312]

SUMMARY OF NEWS.

— 797 —

Politics of Europe.

No arrival from England was reported on Saturday. A Ship came in from South America, but the date of her departure gives no reason to expect any late News from that distant quarter.

Church Property in Ireland.—The public under an additional obligation to Mr. Hume, for the lucid and accurate development he made of the state of Church Property in Ireland. Some monstrous abuses were disclosed in the course of the discussion. The practice of uniting parishes appears to have been carried to a scandalous length. The patronage of nearly all the benefices in Ireland is in the Bishops and the Crown. To gratify the cupidity of the lucky individuals who command preferment in that unhappy country, the Bishops have been in the habit of consenting to the consolidation of parishes, for the purpose of augmenting their revenues. Sir John Newport stated instances of as many as ten parishes having been laid into one—where they were all so large as to make it a day's journey to go and return from church in any one of them! He added, *quod pudor!* that upon inquiries instituted into some of these abominations, the answers of the Bishops, as to the same facts, had varied; and upon shifting the cause of the discrepancy, it appeared that the softened statements came from Bishops, whose sons, by their own acts, were enjoying the profits of the abuse! It was stated also, that many persons holding livings, to the number of four and more, with glebes, in addition to the tithes, up to the amount of five thousand acres, were not only Non-residents, but altogether Absentees from the kingdom. With respect to the Bishops themselves, it seems that they possess two-elevenths of the whole surface of Ireland, or nearly one acre in five. Twenty-two obscure individuals (chiefly of noblemen's families) promoted, as was forcibly observed in the debate, "*to enrich themselves and disgrace the Church,*" not only hold these immense estates, but a great property also in tithes. By various subtil legal devices, they contrive to give to the remotest branches of their respective connexions, a comfortable slice of these good things. As to their personal claims to these honours and riches, the very suggestion may provoke a smile, since it has been avowed that lucrative appointments must be given to strengthen the influence of the Crown, and majorities in the House of Commons have sanctioned the impudent avowal. Thus we have seen three members of one family, known only by bearing the name of a Ministerial Marquess, at one time upon the Bench, the junior of whom has just been preferred to the Primacy, being the second Archbishopric mitre they have obtained since the Union.

By an unaccountable fatality, the state of the Irish establishment has been unknown in England. The facts, however, now are no longer concealed. The Marquis of Lansdown, in his temperate and argumentative speech, stated that the Protestants, for whose spiritual welfare all this enormous mass of wealth is now appropriated, amount to only one-fourteenth of the whole population, a number short of 500,000.

It should be remembered, when the fact is before us of 800,000 starving Irishmen, that this property is not encumbered with a poor rate—that it was not reduced at the period of the Survey, in the reign of Henry the Eighth, that the possessors of it are almost sinecurists, that it was originally granted for the purpose

of maintaining the poor, as well as the priests; and when these circumstances are duly weighed, it cannot be doubted, though there may be little chance of legislative reformation, but that the corrective of public opinion, at no great distance of time, will be effectually applied.

The Turks.—The accounts and rumours from the East are more and more favourable to the maintenance of peace between the Great Powers. The Turks have begun to withdraw their troops from Moldavia, and to make permanent arrangements for the settlement of the two principalities. On the other side, the Russian Imperial Guards have received orders to return to Petersburg, and the Russian Journals openly talk of peace. A little time will probably show how the cause of the oppressed and suffering Greeks is to be disposed of by the great assertors of "Christian principles." Let not any one be surprised if they are stigmatised and treated as rebels, and abandoned to the brutal rage of the Turks, for an act which has raised their character in the eyes of mankind. There is not a scoundrel of any sect or party who has visited their country during the last century, who has not made it a matter of reproach to the Greeks that they submitted quietly to their barbarian masters. They have now done that which the moral feelings of the civilized world has been calling upon them to do for so long a period; and in return for having listened to our instigations, and having earned, as they thought, a title to our admiration and support—the force and influence of the nations of Western Europe, we greatly fear, will be employed to consign them to a new and more horrible bondage, and to annihilate for ever their hopes of independence. We shall not enlarge on this topic, however, till we see how the fact stands. At present we shall only add, that to subject the Greeks again to the Turks, under any stipulation of amnesty, would be a cruel mockery. Not one of the cold-blooded politicians who sit at ease in their cabinets, and sign away the rights and happiness of millions, would trust his own person for one day in the hands of the Turks, under the faith of such a covenant.

General Berthon.—General Berthon, who was falsely said to have escaped into Spain, was arrested at Saumur on the 17th, by the treachery of a pretended accomplice. This person, whose name is Wolfel, was a paid agent of the government, and gained the confidence of Berthon, and his friends, by affecting to enter zealously into their plans. Having by this means procured an interview with the General, he had him immediately seized. The remarks in the *Courier* on the circumstances of this arrest are extremely just—though we know not how they got there. "Berthon may deserve his fate; but when we see a brave man, even though a traitor, perfidiously betrayed into the hands of his enemies, it is impossible not to give him somewhat of our sympathy. There are few things which we more abhor, than that of a man who professes to be the friend of another to enter into his schemes, and to be sincere in his cause, while all this execrable duplicity is practised to bring him to the scaffold. We had rather the greatest villain that ever breathed should escape this world's punishment, than be subjected to it by such means. Let just ends be wrought by just instruments." We shall only add, that the eulogies openly bestowed on this infamous tool by the *Ultra Journals* are an insult to the moral feelings of the French nation—*Morning Chronicle*.

Steam Packets.

We have not for some time met with any thing more interesting on the subject of Steam Vessels, than the following Report and Evidence before the House of Commons, which shews that Steam Boats are not only admirably adapted for River Navigation; but that they can perform voyages and brave the tempests of the open Sea, where no other description of vessels could make any progress whatever.

REPORT.

THE Select Committee appointed to inquire into the state of the roads from London to Holyhead, and from Chester to Holyhead; into the regulations for conveying his Majesty's Mail between London and Dublin, and between the Northern Parts of England and Dublin, and between Dublin and the interior of Ireland; and into the state of the Mail Coach Roads, in Ireland; and to report their observations thereupon; together with the MINUTES of the EVIDENCE taken before them, from time to time, to the House;—Have, pursuant to the order of the House, further examined the Matters to them referred, and have agreed to the following REPORT:

YOUR Committee have proceeded, in compliance with that part of the instructions of the House, which relates to the conveyance of his Majesty's Mails between Holyhead and Howth, to examine into the circumstances attending the establishing of Steam Packets, at Holyhead, in the course of last year. For this purpose two vessels, called the *Royal Sovereign* and *Meteor*, were built, by order of the Postmasters General, in the River Thames, on a plan to give to them the greatest possible strength, and the advantage of the most improved engines. The Evidence which has been given to your Committee by a Commander of one of them, Captain Rogers, leaves no doubt of the practicability of performing the Post-office service at Holyhead, by Steam Vessels, with as great safety as it can be performed by Sailing Vessels, even in the most tempestuous weather; and at the same time by voyages, on an average not exceeding one-half of the number of hours which formerly was the average of the voyages of the Sailing Packets. But your Committee are not as yet prepared to enter into all the details of this important subject; their object in presenting this Report to the House, is merely to convey to the House an opinion they have come to, in consequence of the evidence of Mr. George Henry Freeling, and of Captain Rogers, that the Postmasters General ought immediately to give orders for building a new Steam Packet, so that at least there should be three Packets on the Holyhead Station, before the commencement of the next winter, of that peculiar construction which has enabled the *SOVEREIGN* and *METEOR* to go to sea through the whole of the last winter.

Your Committee strongly recommend the same general plan of construction should be adopted in building a new Packet, as that on which the *SOVEREIGN* and *METEOR* were built; and also, that the Engine should be made by Messrs. Boulton and Watt. They also recommend that the suggestions of Captain Rogers should be attended to in all matters respecting the building of a new Packet, as those suggestions will come from a person who appears to your Committee to possess great knowledge in seamanship and ship-building, and by the experience of commanding a steam vessel through a most tempestuous winter, to have made himself master of the best method of managing one at sea, and also of all the main properties of the mechanism of the engine.

Your Committee have annexed to this Report the evidence of Mr. George Henry Freeling, Captain Rogers, Mr. J. Brown and Captain John Percy, and also certain Queries which they have sent to several persons who have had the most experience in constructing and navigating steam vessels. They intend to continue their inquiries upon this interesting subject, and hope to present to the House a full Report upon all its details before the close of the Session.—April 2, 1822.

Minutes of Evidence, Before a Select Committee of the House of Commons on Steam Packets.

SIR HENRY PARNELL, BARONET, IN THE CHAIR.

GEORGE HENRY FREELING, Esq. called in, and examined.

Had the principal management of the Holyhead steam packets.—The Postmasters General having been obliged to purchase all the sailing packets, and to clear the station for the introduction of those vessels, the object was, at first, to make the steam auxiliary to the sailing packets, but it was found that the steam packets could do even more than the sailing packets, consequently two sailing vessels were kept as auxiliary to the steam.—Had three steam packets employed; the *ROYAL SOVEREIGN* of 210 tons, and the *METEOR* of 190; the *SOVEREIGN* is fitted with two engines of forty-horse power each, and the *Meteor* with two engines of thirty-horse power; they were both constructed by Boulton and Watt, and the vessels built in the river Thames, by a person of the name of Evans, at Rotherhithe, on purpose for the service, under the inspection of the officers of the Navy Board; they were built upon Sir

Robert Seppings's principle of the diagonal fastening, and made particularly strong. The third is the *IVANHOE*, of 165 tons; it was formerly on the Holyhead station as a private vessel, and has an engine of fifty-six horse power. The general effect of the experiment, in regard to maintaining a communication between the two countries, has been, that the intercourse has been very much facilitated; it is now almost reduced to a certainty. In the year preceding the introduction of the steam vessels, a hundred mails exactly arrived in London after they were due, and in the nine months that the steam vessels have been running since May last, there have been twenty-two only. The weather at the beginning of the winter, was worse than has been known for more than sixty years. Had proof that the steam packets would go to sea in weather when sailing packets could not have gone to sea; the captains had always considered that it would not be prudent to go to sea, if they were obliged to be under a three-reefed mainsail, and the steam packets had gone out in weather in which the sailing packets would have been obliged to be so. The average of the passages of the *SOVEREIGN* from Howth to Holyhead, was six hours and fifty-seven minutes, and the *METEOR* seven hours and four minutes and a fraction. To Howth, the *SOVEREIGN* seven hours, thirty-six minutes and a quarter; the *METEOR* eight hours and thirteen minutes; the shortest passage was from Howth, five hours and thirty minutes. The best point for a steam vessel, in very bad weather was directly head to wind; both wheels could then act at the same time. The captains sometimes kept the vessel away, then it was blowing very strong, two or three points; then when they got on the opposite coast, they would take in their sails, and steam to the harbour in smoother water. Conceived that the success of these two vessels, the *SOVEREIGN* and the *METEOR*, might be attributed to the superior manner in which they were constructed. Had attempted to gain some information about every steam vessel which had been built, and was convinced those vessels would do what no other vessel could do; they would go to sea in weather when nothing else could. Attributed it not only to the machinery, but to the weight of the hull; a lighter vessel in a heavy sea would be checked, but those vessels had from their weight a momentum so great, that it carried them on when a lighter vessel would have been checked; the weight acting as a fly-wheel.—Was of opinion that three packets were a sufficient number for maintaining the communications between Holyhead and Dublin, so that two should sail every day. With the view that there might be a sufficient time allowed for looking over the machinery and the vessels, it was arranged that they should each be six days at sea and three days in harbour, which afforded ample time for inspecting the machinery; and that had been fixed in a great measure with reference to the engineers themselves, who stated that that time was more than sufficient for it.—There had been some accidents to the engines, but these had been attributed to the use of cast iron; the cross bars and the beams were of cast iron, and if any water was in the cylinder at starting, the shock caused the cast iron to break; had now got them made of wrought iron, but the lower beams of the engines were still made of cast iron; there must be some part of the engine left to give way in case of any emergency, which was better than destroying the cylinder.—Believed the Postmasters General had some idea of trying whether what are called Scotch engines, might not be better for a third vessel, in case of one being built; they are more simple, though perhaps not quite so efficient, not so liable to derangement, and were consequently better for a heavy sea; and if the vessel was properly built, witness did not think there could be any great difference in the rate of speed.—The boilers in the Holyhead packets were low-pressure. Believed Mr. Watt was the inventor of the original high-pressure engine, but afterwards abandoned it on account of the danger.—No cases of late had happened of accident from the bursting of boilers.

GEORGE HENRY FREELING, Esq. again called in, and further examined.

Wished to explain some parts of his evidence given in a former day. Did not put any fuel or coals over the boiler, which was the cause of the *ROBERT BRUCE* catching fire and being burnt. The coals are stowed in iron cases made for the purpose, in the engine room. The other point was as to the *IVANHOE*. Witness was asked whether she was so strong as the other vessels, the answer was simply "No." But she was not three years old; she was inspected at Liverpool a short time ago, and appeared as strong as any of the steam vessels, except those on the Holyhead station.—On board the *ROYAL SOVEREIGN* there are twenty births, and two rooms, one for ladies and one for gentlemen.

CAPTAIN WILLIAM ROGERS, called in, and examined.

Commanded one of the Holyhead packets. Had crossed in the *METEOR* on the 5th of February, on the heaviest sea witness had seen during the eight years he had been in the station. Went on the *METEOR* on the 5th of February, when no sailing packet could carry canvass; they must have laid to; left at nine at night, and arrived at six the next morning. Was satisfied his steam vessel was capable of performing what no sailing vessel could do. Had found that a steam vessel was capable of making her passage much sooner, under all circumstances, than a sailing vessel; in one-half of the time upon the average. With the wind at W. N.

W. blowing hard, and leaving Holyhead in a gale of wind, witness had found a steam vessel had been much easier than a sailing vessel; their extreme length overcame the short sea.—In building a steam boat she ought to have a fine entrance and her bow to clear off, not to shove any water before her; any water she shoves before her must be an impediment to the sailing; she should have a fine entrance, a good line of bearing, and her transome pretty square, and not too high; the more a vessel was stopped from pitching and rolling, the quicker she would go. Had found with regard to the Scotch boats that all their transomes were too high and too narrow, the consequence of which was, that with a head sea they would go with their stern under. Had seen them go boat and every thing under; the transome being square and low and fine under, so as to give them a right line of bearing, would stop their pitching and rolling, and make them easy on the sea, and add to their speed. The Meteor and the Sovereign were filled up solid to the floor-head, caulked inside and out, having no tree nails, but bolted and copper nailed. The bolts were driven upon a ring, and clenched at both ends. The diagonal fastening is a plank three inches thick, fore and aft, three and a half thick midships, and nine wide, leading from the floor-head to the shelf, taking in five or six timbers; and filled by truss pieces into triangles, so that it was almost impossible that the form of the vessel would alter. Would prefer Boulton and Watt's engine to any other; their boilers were very superior, and never short of steam. Boulton and Watt had been accustomed to vessels for rivers, and the engines were made rather too slight for the channel; the shaft was hollow, and of cast iron, but they had been replaced by solid shafts. Sails assisted the vessel very much; had used them every way, except going head to wind, within four points of the wind. Had found the Sovereign go as fast in a calm as at any other time. It must not be thought that a steam boat running before the wind in a gale and a heavy sea, ought to make the quickest passage, as they were then obliged to shut off half the steam, or great part of it; for should the full power be on, the wheels running two or three times round without touching any thing between the trough of the sea, and then being brought up all at once, something would probably give way. Was of opinion, that in the event of the engine failing, with the assistance of sails and the anchor, the packet might be kept in perfect safety.

CAPTAIN WILLIAM ROGERS, again called in, and further examined.

On the 16th of May, wind blowing hard from the S.W. 3. P.M. witness left Gravesend on board the SOVEREIGN in company with the METEOR steam packet, with seven or eight men on board of each. At nine anchored in the Downs, blowing very hard; she rode very easy with thirty-five fathom cable in five fathoms water. On Thursday, the 18th, fresh gales from W. S. 5. A.M. weighed anchor and steamed for Portsmouth; wind dead on end. 4 P.M. made the Owers Light; hazy weather. 9. P.M. very heavy gales and thick weather. Asked the engineer what coals he had on board, and was told five hours; were then obliged to steam in for the land. At 10 made the Nab Light upon the starboard quarter, about a quarter of a mile; shortened steam for the METEOR to come up. At 11 anchored at St. Helen's, in six fathoms water, with forty fathom cable; hard gale. On the 19th, 3. 39. A.M. weighed anchor and ran into Portsmouth harbour; made fast to one of the buoys alongside His Majesty's ship the QUEEN CHARLOTTE; were then employed in getting coals in, and very bad they were. At 4. 29. got under weigh and steamed out of the harbour, and at 9 passed through the Needles against a flood tide. This day was fine weather, and light airs from the N.W. At 1. 30. P.M. anchored in Falmouth harbour, and remained a week to clean the boilers, to caulk the decks, and so on. Sailed from Falmouth the 26th, wind N.W. fresh gales. At 5. 30. past the Longships Lights. At 9 in a squall, with heavy rain, the wind shifted to the N.N.E. blowing very heavy and a heavy sea, the vessel going from three knots to three and a half, head to wind, blowing hard. At 7 made Lundy Island, bearing E. by S. passed several vessels lying to; passed a large smack, lying to, under close reefed mainsail. At 8 made sail upon the vessels; stood more to the southward into the Bristol Channel, to smoothen the water. At noon more moderate; water smoother; down all sails and steamed for Milford. At 5 anchored in Milford, found several vessels had been out in the gale and obliged to put back; the vessels that had been put back, bound to Liverpool, said they never experienced worse weather before for many years. On Sunday evening, the wind more moderate, and from N. to N.E. At 8 P.M. got under weigh. On Monday, at 4. P.M. arrived at Holyhead. Had been five days performing the voyage, with the wind right a head down the English Channel and up the Irish.—Considered it impossible for any square-rigged vessel, from a first-rate down to a sloop of war, to have effected the same. In the Downs passed several Indiamen, and 150 sail there that could not move down Channel, and at the back of Dungeness passed 120 more. Witness would describe to the Committee the exact improvement he would recommend as to the construction of a new steam vessel.—Should make her a foot narrower, and raise her floor-heads a little, take off the roundings, with her engines put nearer the centre, the boilers much lower, and the wheels narrower. Had observed in vessels with wide wheels the

lee wheel was a great deal under the water, and the other out; by the width of them it increased the angle; and although a wide wheel was of great advantage in a river, it was a great disadvantage in a sea; supposing there were two forty horse power engines, would not have more than a seven feet wheel; and if there were two thirty-horse power, six and a half would be sufficient. On board the METEOR and SOVEREIGN, to prevent accidents from fire, there is water all round the furnaces and boilers, and they are kept three feet from the bottom, about fifteen inches from the side, and twelve inches from the deck; and it was quite impossible that any accident could happen; there is water under and on the sides of the fire places; in those boats that are fitted up upon the Clyde there is nothing but brick and mortar below the furnaces. The METEOR and SOVEREIGN have iron.

CAPTAIN WILLIAM ROGERS, again called in, and further examined.

In the event of building a new steam packet, would recommend that she should be built on Sir Robert Seppings's plan, as to mode of fastening, &c. only a little finer at each end, and one foot narrower than the SOVEREIGN and METEOR, to be 95 feet in the keel, 105 or 106 upon deck, and 19 feet in the beam, about 100 tons, her transomes square, and not very high out of the water. The improvements in the engine would be to make them a little stronger, and the boilers a little longer, keeping them more from the side of the vessel, so that the heat might not affect her, and more room to go round them, and to put the boilers lower down. It would help to prevent their rolling. The TALBOT's boilers are a little higher than the IVANHOE's; by putting the IVANHOE's lower down, found she did not roll near as much. Would have the two main beams put close to the wheel, which would reduce the weight very much, and strengthen and make the vessel much easier, as by being so far asunder adds great weight, and acts as a lever. There should be twelve paddles, about seven feet long, and nineteen to twenty-one inches wide. The engine should be something between sixty and eighty horse power, but this must depend upon the fineness of the vessel, and the water she will draw. If the engine was to be made much stronger, in that case must not go further than two thirty-horse power engines, as then the weight might be too much. Should recommend, with regard to the sails, a large lug forwards, and a jib, and a fore and aft mainsail; and in case any thing should happen to the engine, would keep a square topsail on board, and a gaff topsail aft, but not to be used except in case of necessity.

MR. JAMES BROWN, called in, and examined.

Belonged to the house of Boulton and Watt. Superintended the erection of the engines on board the METEOR and SOVEREIGN steam packets. Generally considered the working parts, the cross bars, the side rods, and the side beams most liable to fail. Attributed the cross bars having broken on board these vessels, in some instances, to want of caution on the part of the engineer, and in other cases from stress of weather; they were now made of wrought iron for sea vessels. Had put engines into most of the vessels on the river Thames, the Dover station, and Leith. Upon the Leith station one or two cross bars had broken, and that was entirely from want of caution on the part of the engineer in starting the engine; the other vessels were the DASHER and ARROW, on the Dover station; there was one accident of a cross bar breaking in the DASHER. Did not conceive that an engine could be made without being liable to break; there were some parts so small that they must give way, and it was better the most insignificant parts should fail, than some of the principal ones, because they were easier repaired. Would require more room than was granted in the SOVEREIGN and METEOR as it would be better to get round the boilers entirely; they could then be painted every month, which would be a great advantage, for the action of the salt water is very detrimental to the iron; they ought to be painted every three weeks, or every month; where a boiler will not leak with fresh water, it will with salt water; and it forms an incrustation upon the surface by exposure to the atmosphere; they should be pumped out, and frequently cleaned. Should think the engineer generally looked over his engine every morning before he started, to see that every part was properly oiled, and that every screw and joint was tight. If so inspected, once a fortnight would be sufficient to examine the packings of the slides and pistons. Would make the paddles for a new engine the same as for the Leith vessels; they are made with wooden floats, in one piece, having three sets of arms, and the bolts are of a peculiar description, which allows the paddles to slip from the outer end of the arm towards the centre of the shaft, by which means a vessel may use her sails the same as any other vessel; should any thing give way, there would be nothing but the arms in the water. That sort of excessive violence which may contribute to injure and break the engine, may be occasioned by any of the working parts getting loose, any of the screws getting between the finer parts, or the water getting upon the top of the piston in starting the engine, the latter of which is occasioned by the condensed steam that forms from the boilers after the passage is over; it gets through the steam pipe to the cylinder and condenses there, perhaps to the depth of 18 inches on the top of the piston, and if the engine is started suddenly without it being cleared away, it has not time to get

through the thoroughfares. The consequence is, that it is jammed between the top of the piston and the under side of the cylinder cover, and risks the breakage of some part; as water will not compress, something must give way, and the weaker parts of course will go first. Hardly thought it possible that fire could take place without great negligence, because the furnaces were completely surrounded with five inches of water round every part, and it was only in raking out the fire, and neglecting to water it, that any accident could take place; it was raked out upon an iron floor. No rolling of the vessel could throw the fire about, she must be pitching to a great degree if that was to take place. The coals are carried in boxes in front of the boilers, so as to be right and left for the fireman. Hardly conceived on board these vessels, where condensing engines were used, that it was possible that a boiler could burst; they were generally provided with two safety-valves, and the steam used was about from two and a half to three pounds pressure upon a square inch, at which pressure it blew off by the safety-valve of its own accord.—Boulton and Watt had made their safety-valves for many years in the way they now are, inaccessible for any person to load them by putting additional weight upon them; had seen the Scotch engine men, in starting their engines, place their feet upon the safety-valve. Supposing that the safety-valves should get choked, the steam would come off at the feed pipes; it would not give way under any circumstance, not even though the valves were choked, the pressure was so extremely small: the boilers were calculated to sustain 50 times the pressure required of them.—If any part of the boiler, by length of use, became very thin, and gave way, it would merely rend, if malleable iron. The accidents that happened from boilers, sometime ago, arose from their being made on the high-pressure principle, and being made of cast iron. The *Meteor* consumed about seven bushels of coals per hour, rather under; she was then working above her full speed; the *SOVEREIGN* was from nine and a quarter to nine and a half; the *Meteor* had two thirty-horse engines, and the *SOVEREIGN* two forty-horse engines; the latter, when using that quantity of coal, was going about nine miles and three-quarters per hour. A bushel of good Newcastle coal was reckoned equal to one hundred weight of Scotch coal, so that it came to very nearly the same thing; the Scotch coal generally burnt very free, and so did the Staffordshire, but the bushel of Newcastle coal was equal to a hundred weight of either. The standard bushel of Newcastle coals should weigh eighty-eight pounds; the best Wall's End eighty; and the Wylam, seventy-seven. Had found, that by actual weight, the specific gravity of the Wylam coal was much under that of the Wall's End; the latter was not good for working engines. The best coal for steam engines was the Halbeath or Inverkeithing, from a place in Fife called Inverkeithing; its peculiar value lay in burning free, and becoming a complete white ash, without caking upon the fire bars; the sulphur in coals would destroy the fire bars in a short time. Had found inconvenience from salt forming in the boilers; when the man-hole cover was taken off, and they were exposed to the atmosphere, the water then became crystalized, which rendered them very difficult to clean; this had been avoided by constructing pumps or cocks to let the water through the side of the ship without the man-hole being opened. The salt water oxidates iron very rapidly indeed, if it be allowed to lie upon it. On board a steam vessel a boiler constantly in use would last from four to five years with care; it was the only part of the machinery subject to decay. These engines, upon the whole, require a considerable degree of care and superintendence, and skilful engineers; more care than the land engines; every engine requires great care.

CAPTAIN JOHN PERCY, called in, and examined.

Commanded the *HERO* steam packet, from London to Margate; and the *VICTORY*, belonging to the same company; commanded the *VICTORY* for three years; the *HERO* was built last year. The *HERO* has two engines of fifty-horse power, made by Murray and Fenton, of Leeds, and carries 427 tons. The *HERO* consumes pretty well three quarters of a chaldron, or 27 bushels of coals, London measure, per hour; in general, they make away with six chaldrons in the passage, that was owing to the want of flues; had not flues enough; had four furnaces. The distance from London to Margate was about eighty-four miles; generally made the passage in about seven hours and a half, that was the average passage; one passage was made in six hours and sixteen minutes, with the wind and tide. The paddles were eight feet in the centre. Had been trying an experiment with twelve paddles on a wheel, and it answered very well; last summer worked with sixteen paddles, three feet and a half between each. The paddle of the *VICTORY* was five feet and a half, in one place; the *HERO* worked more with the paddles being farther apart, and they were lowered a little. They take of the water about seventeen or eighteen inches, and the engine makes thirty strokes per minute. She once did up to thirty-one, but twenty-nine and thirty is about the average.—The passage from London to Margate required, on an average, about seven hours and a half, and they went at the rate of between eleven and twelve miles per hour.

AN ACT TO ASCERTAIN THE TONNAGE OF VESSELS PROPELLED BY STEAM.

59th Geo. 3. Cap. 5. BE it therefore enacted, &c. that the rule for admeasuring ships or vessels to be propelled by steam, shall be as follows; that is to say, the length shall be taken on a straight line along the rabbet of the keel of the ship, from the back of the main stern post to a perpendicular line from the forepart of the main stem under the bowsprit, from which, deducting the length of the engine-room, and subtracting three-fifths of the breadth, the remainder shall be esteemed the just length of the keel to find the tonnage. And the breadth shall be taken from the outside of the outside plank in the broadest place of the ship or vessel, be it either above or below the main wales, exclusive of all manner of doubling planks that may be wrought upon the sides of the ship or vessel; then multiplying the length of the keel by the breadth so taken, and that product by half the breadth, and dividing the wholes by ninety-four, the quotient shall be deemed the true contents of the tonnage, according to which rule the tonnage of all such ships and vessel shall be measured and ascertained; any thing in any act or acts to the contrary notwithstanding; provided always, that it shall not be lawful to stow or place any goods (fuel for the voyage excepted) in the said engine-room; and if any goods shall be so stowed or placed, such ship or vessel shall from thenceforth be deemed and taken to be a ship or vessel which has not been admeasured according to the rules of this Act, and liable to all the consequences thereof.

Pilgrimage to the Land of Burns.

The following Verses are taken from a small work of humour newly published, entitled "A PILGRIMAGE TO THE LAND OF BURNS. The Author, we understand, has since gone to the United States, to which longer pilgrimage the verses allude.

Come then ye tribe, ye clansmen of my heart,
Let's launch us with our souls for Freedom's shore:
Tho' we have ties to cut, tho' we must part
With friends will make our inmost bosom sore;
And scenes that twine, like ivy round its core.
What! shall a son of ours in shackles lie,
Slave to a reptile that our sons abhor?
Away! while Freedom lights a corner with his eye,
I will die there,—tho' it were but to die.

We wrangle not for Mammon's dignity,
Nor windy honour, that in titles lie;
The soil shall be our bulwark, boys, and we
Will come us comforts from it, that shall buy
Heart's ease, and a bright varnish to the eye;
They cannot sell us here.—Fly on the art
That mounts a mocking smile upon a sigh,
Give me that commerce, when the mind's a mart
Where the glad eye hath dealings with the heart.

O! for a cot, whose threshold takes the sun
When day is deepening upon the decline;
Back'd by a woody mountain, towering dun,
And fronted by a meadow that is mine;
Crown'd with the oak, and whisker'd with the vine.
There, where an infant river sings and plays
Its sweetest to the twilight, I'd recline,
And on my native melody I'd raise
A song to Heaven of gratitude and praise.

And is this all I wish, or hope to find?
No; to the sun-rise often would I look,
Longing to welcome those I left behind.—
In truth, I cannot, like the selfish rook,
Mutter and munch my pleasures in a nook;—
But, could I raise my gathering song, would bring
All the kind hearts are written in the book
Of my affections.—Heavens! how I'd sing
Bill Susquehanna's echos all should ring.

And I have many a vow, and many a band—
The knot of friendship—love's devoted pledge;—
That there should come the essence of this land;
All that I love it for.—Then let the rage
Of party madden; or, let it assuage,
It boots not: my heart's cargo is ashore.—
And thou, companion of our pilgrimage,
Come, tho' the breast may heave, the eye run o'er,
We must not part as those who meet no more.

PARLIAMENTARY.

— 801 —

Imperial Parliament.

HOUSE OF LORDS, THURSDAY, JUNE 27, 1822.

Several bills were brought from the Commons, and read a first time.

A return from the Board of Commissioners for inquiring into the public records of Ireland was presented, pursuant to an order of the house.

CORN IMPORTATION BILL.

The Earl of LIVERPOOL, on moving that this bill be read a second time, did not intend to trouble their lordships with any observations, as he understood it would be a convenience to many noble lords to take the debate on a subsequent stage. If their lordships, allowed it to be read a second time now, they might discuss it either on the question, for going into the committee, or in the third reading.

Lord ERSKINE had no particular objection to the course proposed by the noble earl; but stated that he had it in contemplation, to move an amendment, which he would propose either in the committee or on the third reading. He also intimated that he had a great number of petitions, to present against the measure.—The bill was then read a second time.

On the motion of the Earl of LIVERPOOL, the bill was ordered to be committed on Monday next. His Lordship proposed that the third reading should be fixed for Thursday.

The Marquis of BUTE afterwards suggested, Friday as a more convenient day for the third reading, which was agreed to.

Earl GREY presented a petition against the bill from certain owners and occupiers of land in the county of Northumberland. The petitioners the noble lord observed, were well entitled to attention, both on account of the number of acres they occupied, and the general respectability of their characters. They stated that there appeared to them to be no ground for this bill; that, instead of affording relief, they saw reason to apprehend that it would prove an aggravation of that distress which was daily and hourly increasing, and which threatened the country with ruin. The petition did not conclude with any specific prayer.

Lord REDESDALE also presented a petition against the bill from owners and occupiers of land in a part of the country, the name of which we did not hear.

ADMINISTRATION OF JUSTICE IN WALES.

Lord CAWDOR presented a petition from the acting magistrates, of the county of Pembroke, praying for a revision of the system of Welsh judicature.

After some conversation on the petition, in which the LORD CHANCELLOR, Lord REDESDALE, the Marquis of LANSDOWN, the Marquis of BUTE, and Earl DARNLEY participated.

Lord CAWDOR moved an address to the King, praying that his Majesty would be pleased to order that the fines paid on the conveyance of estates in Wales should be collected in the same manner as in the Court of Common Pleas in England.

The Earl of LIVERPOOL opposed the motion. He did not know whether the fines to which the noble lord alluded were vested in the King, or whether they were legally collected or not. If they were legally collected, a change could not be made without a legislative measure.

After some conversation, the LORD CHANCELLOR proposed that the noble mover should allow time for inquiry into the subject, and the motion was postponed to Monday se'night.

NAVAL AND MILITARY ANNUITIES' BILL.

On the motion of the Earl of LIVERPOOL, this bill was committed. The bill passed through the committee, and the report was made.

Lord KING observed, that this was a most absurd measure. He had, however, prepared a preamble more suitable to it than that which now preceded it. The first words of his preamble, notwithstanding that they were borrowed from his Majesty's Secretary of State for Foreign Affairs, he believed might be offered to their lordships as English. He concluded by moving that the preamble of the bill be left out, and the following inserted in its stead:—

"Whereas an impatience of taxation no less ignorant than irreasonable pervades all ranks of his Majesty's subjects, and it is highly expedient to afford some relief; and whereas the minimum of relief which will give satisfaction, and the least intelligible plan which can plausibly be stated, is that of extending the burden of the military and naval pensions over a longer period of time than the natural lives of the present annuitants, and defraying the expense of the first 16 years by a series of annual loans; and whereas by an act of the 67th of Geo. III.,

c. 65, a very large provision has been made for the maintenance and half-pay of the persons now holding high and efficient offices, and it is desirable to secure the continuance of the same high and efficient public men in the offices they now hold, in order to avoid increasing the amount of dead service or half-pay so profusely provided in case his Majesty's present confidential servants should resign their offices, contrary to all true economy, and the intent and meaning of themselves, and of this act, and of every act of the present parliament; and whereas there is or will be a sinking fund of 5,000,000*l.*, applicable to the redemption of the national debt, to the relief of future generations at the expense of the present; and whereas it is also become expedient to relieve the present ignorant and impatient generation at the expense of posterity, which necessary relief could be effected most advantageously by a deduction from the said sinking fund, of a sum equal to the amount of the revenue derived from those taxes which it is become so highly necessary to repeal; but whereas his Majesty's confidential servants now holding high and efficient offices have solemnly declared that the said sinking fund to the full amount of 5,000,000*l.* aforesaid shall be maintained inviolate; and whereas it is highly necessary that the wisdom of the said high and efficient public men should be upheld by the Lords spiritual, and also by the Lords temporal, and Commons in Parliament assembled; therefore be it enacted by and with the advice of the same that a series of loans shall be raised in a circumscribed manner, and that the Lords Commissioners of the Treasury shall have power to lend to themselves, and to borrow of themselves, and to conceal the whole transaction from themselves and from all other ignorant and well-disposed persons. And be it further enacted, that the commissioners for the redemption of the national debt shall likewise be the trustees appointed by the act for raising money on annuities to provide for the payment of the military and naval pensions, and that they shall in their capacities of trustees create stock, in their other capacities of commissioners for the redemption of the national debt, shall purchase that same stock; or, if more expedient and inexplicable, shall issue Exchequer bills, and invest and reinvest the proceeds thereof, through all the mazes of the transfer office, according to the will and pleasure of the Chancellor of the Exchequer; and make centuple entry thereof, provided always that the aggregate of confusion and perplexity shall agree with the same sum, as the deduction of the requisite amount from the sinking fund."

Lord HARROWBY observed, that the measures of ministers were often called absurd, but he should be glad to know whether this preamble was an example of the sense of the other side of the house.

Lord KING said, the sense of the preamble precisely suited the bill.—The motion was negatived, and the house adjourned.

HOUSE OF COMMONS, THURSDAY, JUNE 27, 1822.

Mr. D. BROWNE presented a petition from the inhabitants of the town of Kilkenny, expressing that the commutation of the salt-tax, as proposed by the Chancellor of the Exchequer, would be detrimental to the salted provision trade of Ireland.

Mr. CURWEN expressed his conviction that the fears of the petitioners were groundless. The Irish salt beef would always obtain a preference in the English market.

After a few words from Mr. C. HUTCHINSON and Mr. BRIGHT, the petition was ordered to lie upon the table.

Mr. Alderman WOOD presented a petition from a person of the name of Samuel Hugh, a publican in Westminster, complaining that he had been deprived of his license without cause.

The house resolved itself into a committee on the stamp duties' act, when some resolutions were proposed and agreed to. The report was ordered to be received to-morrow.

Mr. M. A. TAYLOR presented a petition from the commissioners under the 58th Geo. III., for improving certain streets, praying (as we understood) for some alteration in the mode of applying penalties recovered under the act.

Mr. PEEL said, that the penalties went at present towards the support of the police of the metropolis. He should be glad to make the proposed alterations if circumstances admitted, but it would be too late to do any thing in the matter this session.—The petition was ordered to lie on the table.

Mr. BROGDEN brought up the report of the committee on prison establishments in Ireland. The resolutions were agreed to, and a bill ordered to be brought in pursuant thereto.

ALE-HOUSES' LICENSING BILL.

Mr. H. G. BENNET moved that this bill be read a third time.

Lord CRANBORNE said there were several causes in the bill which he objected to, and therefore wished that the hon. member would consent to postpone it till the next session. As he did not except that

the hon. member would consent to this, he should move that the bill be read a third time this day three months.

Mr. Alderman C. SMITH seconded the amendment. The bill was objectionable in many parts, and he thought it pressed too heavily on the body of publicans.

Mr. CARTWRIGHT said he would support the noble lord's motion, unless the bill was deferred till next session.

Mr. MONCK expressed his readiness to support any measure which could check the monopoly of brewers, the effects of which fell entirely upon the poor, who were often obliged to drink a deteriorated and unwholesome beverage, and that, too, at a dear rate. Some parts of the bill he could wish to have modified, but with other parts of it he entirely concurred. He agreed in those clauses which protected the publican and the brewer from the discretionary power of the magistrate. This was sometimes exercised in a very arbitrary manner. He would mention one or two instances. In a parish not far from his part of the country, there resided a magistrate who was, as it was termed, a man of evangelical principles. He was of opinion that public houses were receptacles for all kinds of rogues and bad characters, and therefore he would not allow one to be licensed in the parish. It so happened that there resided in the adjoining parish another magistrate, not exactly of evangelical principles, but a gentleman who, being very fond of game, had a very great aversion to poachers, and thinking that public houses were receptacles for such characters, would not allow one to be licensed in his parish. Thus were the inhabitants of two parishes prevented from the use (without the inconvenience of going to a distance to purchase it) of that ancient English beverage—beer. Now by the present bill this evil would be remedied, because if an appeal were made to the quarter sessions, such refusals of licenses would not stand. He thought that the greater number of magistrates present, the less likely was it that the power should be abused.

Mr. CALCRAFT objected to the clause which gave an appeal to the quarter sessions, in case of licenses, from the decision of the petty sessions. Such a clause would throw a stigma on the character of the magistrates, whose conduct had hitherto been generally satisfactory. These appeals likewise would be a great additional expense to the county. Unless this clause was withdrawn, he would oppose the bill.

Mr. PEEL said there were several useful regulations in the bill, and therefore he hoped it would pass; but he wished that the hon. member (Mr. H. G. Bennet) would consent to withdraw or modify the clause which took the discretionary power from the magistrates. The allowing an appeal to the quarter sessions, in case of refusal or withdrawing of a license, would be attended with many inconveniences. It would prevent complaint in many instances where it would otherwise be made, and it would add an enormous weight to the business of quarter sessions, already sufficiently heavy. He hoped, therefore, the hon. member would withdraw this clause, and not risk the loss of the measure, which embodied so many useful regulations, for which he thought the country indebted to the hon. gentleman.

Mr. BERNAL said it was using his hon. friend (Mr. H. G. Bennet) rather hardly to say that this bill was not in favour of the publicans, when it was found on the petitions of many of that numerous body, and the committee was attended by their solicitor. He thought the clause restricting the discretionary power of the magistrates was most salutary. He had had communications on this subject from several parts of the country, from which it appeared that licenses were in many instances withdrawn, and refused by magistrates, in the most capricious, cruel, and oppressive manner.

Mr. M. A. TAYLOR said a few words (we believe) in support of the bill.

Mr. B. WILBRAHAM said, he had no objection to increase the number of magistrates who might grant or refuse a license, but he could not agree to allowing an appeal from their decision to the quarter sessions.

Mr. LOCKHART hoped the bill would be allowed to go again into the committee. Though it contained many good regulations, still there were many defects which he should wish to see remedied. Provision was made in the bill against the adulteration of beer, but no clause prohibited the publican from selling it if it were adulterated by the brewer and others. There were several other similar defects, to remedy which he should wish to see the bill again in a committee.

Colonel WOOD hoped the objectionable clause might be withdrawn, and the bill be suffered to pass without it for the present.

Mr. EASTCOURT expressed a wish that the whole might be withdrawn till next session.

Mr. BRIGHT was in favour of a summary jurisdiction with respect to licenses, especially in cities and large towns.

Mr. LUSHINGTON was satisfied that the power of the magistrates was not generally abused, therefore he could not consent to its being

taken away. He would request the honourable member to withdraw the bill till next session rather than to press it with those clauses.

Mr. HOLFORD joined in this request.

Mr. Ald. WOOD supported the clauses which gave the power of appeal. It might not have been necessary, if the petty sessions were open to the public, and the publican allowed a fair hearing before his license was withdrawn. Instead of this, those petty sessions were quite close, and sometimes the most trivial circumstance would decide the rejection of a license. If a man omitted to take off his hat to the parson of the parish, he might be wholly ruined by its being made the secret ground for taking away his license.

Mr. H. G. BENNET defended the bill against the objections which had been brought against it. It was a measure of which, for some years, he had seen the necessity. One great object in view was to protect the publican from the exercise of an arbitrary authority on the part of the magistrates. He would contend that there was no law which authorized a magistrate to refuse or withdraw a license at will. His object, then, in the clause alluded to, was to prevent a magistrate from doing in close chambers that which he had no power to do in open court. The hon. member then complained that several gentlemen who had presented and supported petitions on the subject of this bill, had afterwards turned their backs upon it when it came before the house. He did not mean to make any exceptions in favour either of Whigs or Tories, but this he would say, that he knew that the present system was invariably turned by both parties, at the time of elections, to the advantage of electioneering purposes. He would adopt the suggestion of the hon. gentlemen on the other side, and would leave out the words "counties and ridings," and insert in their place the words "cities and boroughs," because it was there that the evil was in most active operation; for the magistrates in those places were mostly brewers and distillers, and so had a direct interest in the continuance of the abuses which he was anxious to rectify. (hear.)

The house then divided upon the amendment, when their appearance—

For it, 21 | Against it, 38 | Majority against it, 17.

The bill was then read a third time, and passed.

Illegitimate Christians.

To the Editor of the Morning Chronicle.

Sir,

The predilection of "Lords Liverpool and Harrowby, and Mr. Vansittart" (M. C., April 20) for the Turks, seems to surprise you, but your astonishment appears very extraordinary to me, for both as Ministers and Members of Bible Societies nothing can be more natural. Gordon, in his Geography, computes that more than half the countries upon earth are Mahometan and of the remainder the greater part are Heathens. Now a Majority has long been their delight, and their attachment is therefore in this respect natural, or, as it were, affection of habit. But as Christians, catechists or ultra-Christians, it peculiarly belongs to them to look at the Turks with an eye of brotherly love. For "We might," says Tucker, "if it would do us any honour, claim Mahometanism as a botchy exorcism, or spurious offspring of Christianity: the professors of it preserve a great veneration for Isa or Jesus; look upon him much in the same light as we do upon Elias, and pretend that their Prophet was the Comforter, whom we have promised to us in the Gospel: their Koran inculcates some of the most important truths contained therein, and what there is good in it is borrowed from thence."—*Hist. of Man*, p. 441.

This is, it is true, but a bastard affinity of principles: however it doubtless influences them with the hope of a more easy conversion by the means of Missionaries; and surely you will not now deny that all your scruples are satisfied, object any more to their ultra-piety, but admiring the extent of their Christian charity, do justice by your eulogy to this singular instance of their partiality for those who, whatever they may be in other respects, are certainly not in their religion strictly legitimate.

This fine, liberal feeling in Ministers, might seem to augur some good to the Irish, but I look deeper into these matters, and see nothing of the kind. Protestantism is the legitimate offspring of Catholicism. Mahometanism, according to Tucker, the bastard of Christianity. Now, it is natural, or at least customary, to like our children better than our parents: and assuredly more generous to take under our protection the weak than the strong. Why, too, it may be asked, should these Members of the Bible Society give themselves any trouble about Catholics, who are in fact more blindly Christian than themselves? But there is every reason why all their anxious care and tender mercies should be bestowed on those amiable and interesting Dissenters, or imperfect Christians, the Turks.

DATE DEBITUM DIABOLO.

An Eastern Port-Laureate.

And now they were diverted by their suite,—
 Dwarfs, dancing girls, black eunuchs, and a Poet,—
 Which made their new establishment complete;
 The last was of great fame,—and liked to skew it:
 His verses rarely wanted their due feet;
 And for his theme,—he seldom sung below it,
 He being paid to satirise or flatter,
 As the Psalm says, "inditing a good matter."
 He praised the present and abused the past,
 Reversing the good custom of old days;
 An Eastern Anti-Jacobin at last
 He turn'd, preferring pudding to no praise;
 For some few years his lot had been o'ercast
 By his seeming independent in his lays;
 But now he sung the Sultan and the Pasha
 With truth like SOUTHEY and with verse like CRASHAW.
 He was a man who had seen many changes,
 And always changed as true as any needle;
 His polar-star being one which rather ranges,
 And not the fixed;—he knew the way to wheedle;
 So vile, he 'scaped the doom which oft avenges;
 And being fluent—(save indeed when fee'd ill)—
 He lied with such a fervor of intention,
 There was no doubt he earn'd his Laureate pension!

BYRON.

English Prairie

Two Years' Residence in the Settlement of English Prairie, on the Illinois Country, United States. By John Woods. Bro. 1822.

The author of this book seems to be an honest and candid man, well acquainted with agriculture, but of a limited range of ideas as to all other matters. He left England with his family, consisting of eight persons besides himself, in the beginning of May, 1819—landed at Baltimore 6th July—proceeded by waggon to Wheeling, from which he floated down the Ohio in a long flat boat called an ark, and reached English Prairie 25th September. The removing of these nine persons, with two tons and a half of luggage from England to Illinois, cost £300, but on the voyage the family were steerage passengers. Mr. Woods still remains in Illinois, but sent his manuscript to London for publication.

Things are greatly changed since Mr. Ashe travelled in the Western States and discovered so many marvels. Mr. Woods sailed down the Ohio without any strange adventures, wonderful escapes, or extraordinary visitations. He had not even the fortune, so common to English travellers, of being annoyed by the insolence of the Americans, or cheated by their rapacity. On the contrary, he found the taverns generally good, the charges moderate, the people civil and hospitable; and though he had his skiff twice stolen on the river, and found the Ohio men somewhat rougher in their manners than the English, he considers the treatment he experienced fully as good as if he had travelled in Britain. The only serious annoyance he met with was from the drunkenness of an Englishman and a Scotsman whom he hired to work his boat in the last stage of his voyage on the river. After visiting Mr. Birbeck, and taking by survey of the country round about, he fixed upon a situation, and bought 320 acres of good land, for which he paid 1420 dollars, or £320. This purchase, however, included cabins, stables, live stock, and some growing corn. The State taxes upon this property amount to 21s. 8d., or something less than a penny an acre. But then he lives in a country which fits out no pegeant ambassadors, raises no fleets and armies to support crumbling despotisms abroad, which has no national church, no sinecures, no rotten burgh, whose proprietors are to be gained by distributing ten or twenty thousand a year of the public money among their families. Conveyancing seems to be as reasonable and simple as other things in the Western States. Instead of a purchaser of land being loaded with ugly and repulsive manuscripts, which speak of his property in terms he does not understand, and confuse a very simple transaction by antiquated and useless forms, he receives a patent letter signed by the President of the United States, free of expense, and which, within the short compass of a printed octavo page, conveys as clear and satisfactory a title as if it had extended over ten sheets of parchment. Mr. Woods describes very fully, and, we suppose very accurately, the breeds of black cattle and sheep, the houses and the manner of building them, the game and wild animals, the operations of husbandry, with the various kinds of grain and produce, the timber trees, the garden plants, flowers, and weeds. This is no doubt useful; but to emigrants going from a thickly settled, and highly civilized country like England, it is of as much importance to know the state of society. On this point, unluckily, he gives us very little information. We learn nothing satisfactory from him as to the habits of the settlers, the intercourse between

families, the means of education, the supply of those numberless little accommodations, which an Englishman of humble rank will regard as necessities, though a backwoodsman might despise them as luxuries. He does not even tell us the number of English settlers in and round the two villages of which Messrs. Birbeck and Flower are respectively the Chiefs, though it must have been easy for him to do this after two years' residence. He does not say how the situation is relished by those who are there, or how many, losing heart at the sacrifices required, or tired out by the privations endured, have left it. We do not think he suppresses or extenuates anything on purpose to mislead. We rather suppose, that being unaccustomed to writing, he confined himself to the subjects he was best acquainted with, and left it to others to describe the social and moral conditions of the settlement. Mr. Welby, who lately published, remained too short time in the place to see much, and was ill qualified to describe what he saw. The letters published by Mr. Birbeck and Mr. Flower speak of very little beyond their own concern; so that, upon the whole, we still remain in a great measure ignorant of the true state of this interesting colony of Englishmen, which has fixed itself among woods and wilds in the centre of the American continent.

Mr. Woods informs us, that the public lands, instead of being disposed of as formerly at two dollars per acre, payable by four instalments, are now sold at 1½ dollar, but for ready money only. This, he states, has operated as a great discouragement to speculators, who were able by means of the credit given under the old system, to hold great quantities of land with a small stock of money. A farmer or labourer,—a mere atom of the rabble in England, to whom knowledge is dangerous, and whose only privilege is to pay taxes—when he emigrates to Illinois, finds one-sixteenth part of the lands set apart to furnish schools for his children, and in six months after he is settled, is entitled to vote for members of Congress, Sheriffs, Coroners, &c. To such persons as these, whose capitals are small or whose whole fortune is in their hands, Illinois certainly holds out great advantages. To persons of greater capital, to merchants, to manufacturers, to tradesmen generally, and to all who, from their age or habits, are ill qualified to bear privations, the eastern states are probably the more eligible situation.

Though English Prairie is in the latitude of Lisbon, the snow lies 18 inches deep in winter. The thermometer was seen as low as 8°, and as high as 98°, in 1820, but both these were considered extreme. July is the harvest month; and in the harvest of a country where maize, cotton, rice and tobacco are cultivated, many things are to be done, to which the hands of our husbandmen are unaccustomed. An English reaper with his sickle, set down amidst a field of Indian corn sixteen feet high, would certainly feel at a loss how to proceed with such an extraordinary crop.

Political Economy.**COST OF PRODUCTION THE REGULATING PRINCIPLE OF PRICE.**

The point in dispute between us and a writer in a cotemporary journal, respecting the regulating principle of price, has been greatly narrowed. We are now told that the observations on which we took the liberty to animadvert in a late number, were only intended to apply to the case of such commodities as yield a rent; and we have also the admission, that the price of no commodity can fall below the expense of its production. Now, the proposition which we maintain is, that the market price of no commodity whatever, whose quantity can be indefinitely augmented by the application of fresh capital and labour, can ever permanently exceed the expense of its production, including therein the ordinary and average rate of profit at the time. We do not say, and it never entered into the head of any one else to say, that in a highly populous country like England, where soils of the fifth and sixth degree of fertility are under cultivation, the produce raised on the most fertile land pays no rent; but we maintain, that the produce raised on the least fertile lands, or with the capital last applied to the best lands, yields no rent whatever, and that the necessary average price of this produce, or the sum which it costs to bring it to market, governs the average price of all the rest.

In newly settled countries, as New Holland, where there is an ample supply of fertile and unappropriated land, it is plain, that until the best lands are all cultivated, no such thing as rent will ever be heard of. Suppose that tillage has been carried to this point, that the increasing demand can, in the actual state of the science of agriculture, be no longer supplied by the best lands, what then is to be done? Why, this, either the increase of population must cease, or the inhabitants must consent to pay such an additional price for raw produce, as will enable the second quality of land to be cultivated. No advance short of this will procure them another bushel of corn; and competition will not, as we shall immediately shew, allow them to pay another farthing for it. They have but one alternative. If they choose to pay a price sufficient to cover the expense of cultivating land of the second quality, they will obtain additional supplies; if they do not, they must want them. Suppose, now, that the consumers offer such a price as will pay the expense of producing corn on soils which, in returning for the same expenditure as

would have produced 100 quarters on lands of the *first quality*, will only yield 99 quarters; it is plain it will then be just the same thing to a farmer whether he pays a rent of one quarter for the first quality of land, or farms the second quality, which is unappropriated and open to him, without paying any rent. Whenever the second quality of land is cultivated, the expense of producing corn and other raw produce on it, will effectually regulate the price of the produce obtained from the first. It is obvious the price of the produce of the first cannot rise higher than the produce of the second; and if it were sold for a lower price, no one would buy the produce of the second; and its cultivators, not obtaining the average rate of profit, would be forced to abandon their employment, and the adequate supply would not be obtained. If the population went on increasing, lands which would yield only 98, 97, 96, 95, &c. quarters in return for the same expenditure that had obtained 100 quarters from the best lands, might be successively brought under cultivation; and as, by the supposition, the country is not appropriated, the produce raised on the land last cultivated always be sold at its *necessary price*, or at that price which is just sufficient to yield the cultivators the common and average rate of profit. If the price were above this level, then agriculture would be the best of all businesses, and tillage would be immediately extended; if, on the other hand the price fell below this level, capital would be withdrawn from the soil, and the poorer lands thrown out of cultivation. In such circumstances, it is undeniably certain that no rent could enter into the price of that portion of produce raised with the capital last applied to the soil. This price is exclusively made up of wages and profits. The proprietors of the superior lands obtain rent; but this is the necessary result of their *greater fertility*. The demand cannot be supplied without cultivating inferior soils; and to enable them to be cultivated, all corn, for there cannot be two prices, must sell for such a price as will afford the ordinary rate of profit to *their* cultivators. This price will, however, yield a surplus over and above the ordinary rate of profit to the cultivators of the more fertile lands, and *this surplus is rent*. It is all one to the consumers whether, in an advanced stage of society, the excess of return over the cost of production on lands of the first quality belongs to a non-resident landlord, or an occupier. It must be paid to the one or the other. Corn is not high because a rent is paid, but a rent is paid because corn is high,—because the demand is such that it cannot be supplied without cultivating soils of a diminished degree of fertility, as compared with the best. Suppose there is an effectual demand for 10 millions of quarters, and that it is necessary to raise one million of the quarters on lands which yield nothing but the common and average rate of profit to their cultivators; it is clear that the relinquishing of the rents payable on the superior lands would be no boon whatever to the cultivators of the inferior lands. It would not lessen their expenses; that is, it would not lessen the quantum of capital and labour necessary to produce that portion of the *required supply* which is raised in the most unfavourable circumstances; and, if it did not reduce this expense, it is utterly impossible, supposing the demand not to decline, that it could lower prices. Mr. Malthus is, therefore, right in saying that although landlords were to give up the whole of their rents, their doing so would have no influence on the price of corn. Such an act would only turn farmers into gentlemen, and gentlemen into beggars. The case is, however, distinctly and completely different when the cost of production varies. If it is diminished, the competition of the producers will infallibly sink prices in an equal proportion. If it is increased, no supplies will be brought to market, unless the price be raised to a corresponding level. In no case, therefore, whether the demand be great or small,—whether for one or one million of quarters, can the price of raw produce ever permanently exceed or fall below the sum necessary to pay the cost of producing that portion of the supply that is raised on the worst land, or with the last capital laid out on the soil.

Thus far we have proceeded on the hypothesis, that the inferior lands, to which recourse was had as the population increased, were not appropriated. Let us now suppose that they are appropriated, and let us endeavour to discover whether that circumstance makes any difference on the principle we have been endeavouring to elucidate.

To understand the few observations we intend making on this part of the subject, it is necessary to recollect, that although there is a very wide difference between the best and the worst lands in every extensive country, the *gradation from one extreme to the other is regular and almost imperceptible*. It is just as impossible to point out the precise point, where the first quality ends and the second begins, or where the second ends and the third begins, as it is to point out the precise point where the contiguous colours in the rainbow differ.

Now, suppose that the numbers 1, 2, 3, 4, 5, 6, 7, &c., designate the different qualities of soil in an extensive country, and suppose that the effectual demand for raw produce is such as will just afford the common and average rate of profit to those who cultivate land of the *fifth degree of fertility*, or that represented by No. 5; when such is the case, there can be no doubt that No. 5, will be cultivated; for, besides the peculiar attractions which agriculture possesses, it would be

quite as advantageous to cultivate it as to engage in any other business. It would not however, be more advantageous; for its produce would yield no surplus in the shape of rent. Suppose that a combination took place among the proprietors of Nos. 1, 2, 3, 4, and 5, to withhold a portion of their produce from market, and that in consequence of this, or any other cause, the price of corn is raised ever so little above the expense of its production on No. 5; in that case, it is obvious that soils of the *very next degree of fertility*, or that portion of No. 6, which, in point of productive power, differs extremely little from No. 5, would be instantly brought under cultivation; and the increased supply would infallibly sink prices to the level that would just afford the average rate of profit, and no more, to the cultivators of No. 5, or of the poorest soils which the supply of the effectual demand renders it necessary to cultivate. It is quite the same thing, therefore, in so far as price is concerned, whether a country is appropriated or not. When it is appropriated, prices are kept down to their lowest limit by the competition of the landlords. And it is by the self same principle,—the *cost of producing that portion of the necessary supply raised in the most unfavourable circumstances*,—that the price of raw produce is determined in New Holland and Illinois.

But, then, it is said that this reasoning involves a contradiction,—that it accounts both for a rise and a fall of price in the same way, or by an extension of cultivation! In point of fact, however it does no such thing. The contradiction and inconsistency is in the arguments of the objector. The market price of corn will always be low where it is cheaply produced, as in Poland; and it will *occasionally* be low where it costs a great deal to produce it, when a redundant supply is brought to market, as is the case in England at this moment. Suppose, as before, that the effectual demand for corn in Great Britain is at present such as will just enable lands of the *fifth degree of fertility* to be cultivated; but that, owing to variable harvests, to injudicious encouragement held out by the Legislature, to the ardour of speculation, to the miscalculation of farmers, or to any other cause, lands of the *sixth degree of fertility* have been cultivated; the increased quantity of produce that must thus be thrown on the market will plainly depress to such an extent, that instead of yielding average profits to the cultivators of No. 6, they will not yield them to the cultivators of No. 5. But they will yield more to the cultivators of No. 5, than to those of No. 6; the latter, therefore, will be first riven from their business; and when they have retired, prices will rise, not indeed to such a height as to enable No. 6, to be cultivated, but so high as to enable the cultivators of No. 5, to continue their business; that is, as we have already repeatedly shewn, to the precise sum that will enable the raisers of the last portion of the produce necessary to supply the effectual demand to obtain the common and average rate of profit. Should the demand, instead of continuing stationary, increase so that it could not be supplied, without cultivating Nos. 6 and 7, the price will have to rise in proportion to the increased expense of cultivating them. But to whatever extent the demand might increase, still if such an improvement were made in agriculture, or in the art of raising corn, as would enable the supply to be obtained from No. 1, only, the price would necessarily and infallibly fall to the precise sum that paid the expenses of its cultivators, and rent would entirely disappear. Something more than the mere *ipse dixit* even of Mr. Ricardo himself will be necessary to convince us that there is either contradiction or inconsistency in this argument.

As to the remarks respecting the comparative productiveness of the land and of man, they have nothing whatever to do with the question. We may remark, however, that had the productive power of the soil been equal to the productive power of man, prices would, notwithstanding the continued increase of demand, have been *constantly falling*, and the word rent would have been totally unknown.

Among other curious statements in the articles which have occasioned these observations, we are informed that “the supply of salmon is limited by the waters from which it is produced, just as the supply of corn is limited by the land from which it is produced.” We were not previously aware that the business of the farmer was so extremely simple,—that he had nothing more to do, for such is the meaning of this passage, than to cut down and gather in the *spontaneous* productions of the earth! A very large proportion of the land of Britain has been prodigiously improved. The continued application of capital and labour to the culture of the soil has made it yield, we believe we may safely say, a *thousand times as much as it did in a state of nature*; and it is idle and impertinent to attempt to set limits to what is in its nature *indefinite*—to say, Hitherto shall improvement come, and no farther! But such is *not* the case with the salmon fishery; men have not yet learned how to cultivate and fertilize water; when they do so, the instantaneous transportation of salmon to London will not affect rents.

Thus, then, we again arrive at an old and incontrovertible conclusion, that wherever industry is free, and unshackled, the ever acting principle of competition will always secure a supply of articles, whose quantity can be increased, by the expenditure of additional capital and labour, at the very lowest price, that will suffice to cover the expense, necessary to produce the quantity required.—*Scotsman*, June 27.

ASIATIC DEPARTMENT.

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Press in Asia.

Among the Books, Pamphlets, and Papers, that have lately reached us from England, we have received a Copy of a Letter, circulated in London, purporting to be addressed from Colonel Leicester Stanhope to a Deputy of the Portuguese Cortes, on the subject of the Press in Asia. It is in itself sufficiently interesting we think to deserve a place in our Asiatic Department: and as our own sentiments on this subject have been so freely and frequently expressed, we give it insertion without comment, leaving the Reader to draw his own conclusion on the sentiments therein contained.

Letter from Col. L. Stanhope to a Deputy of the Portuguese Cortes.

SIR, London, 24 March, 1822.

HAVING witnessed in British India the baleful influence of a Press under a Censor, and the beneficial effects of a Free Press, I am anxious to call the attention of your enlightened mind to the great benefit which the latter policy, exercised at Goa, would confer on Asia—Asia, hitherto debased and demoralized by ages of impious priestcraft and dark despotism.

It may naturally be expected that the patriot Senators of the Portuguese Cortes, who have emancipated their native country, will next take into consideration the reformation of their Colonies; and I have ventured to address myself to you, of whom fame speaks as eminently entitled to a leading influence in that august Assembly.

England justly claims the honour of having first established a Free Press. In the reign of Charles I., the liberty of the Press, as well as religious toleration, was generally deemed of dangerous tendency, and therefore incompatible with good government. Experience, however, has taught us that they are the harbingers of peace and happiness. To freedom of writing may be traced the improved condition of society. The establishment of toleration, the abolition of the Slave Trade, the diffusion of education, and the extension of representative government, all emanated from an advanced and cultivated state of the human mind, which was chiefly promoted by a Free Press. The advantages derived from liberty of conscience are conspicuous in every country where it prevails—in England, in America, even in Indostan. Compare, for example, the conduct of the famous Mogul Emperors Akbar and Aurungzebe. Akbar, influenced by a philosophic spirit, encouraged the most perfect religious freedom. He called into the presence a Portuguese Priest, and Theologians of various other persuasions, for the purpose of freely discussing the great question of religion. The consequence was that during his long reign, religious rancour having never been excited, there was no holy war. Far different was the conduct of Aurungzebe. For nearly half a century he kept the sword of Mahomed reeking in the blood of the unfortunate Hindoos. But on his death-bed his conscience smote him, and he expressed his remorse in the following admonition to his sons:—"If in our prosperity," says Aurungzebe, "we ever forget our duties, sooner or later the day of repentance must come—it is inevitable." These words are remarkable, as proceeding from a monarch who knew no limit to his power but the will of God. "On whatever side I turn my thoughts," continued he, "I behold nothing but evidences of the Divinity."

I shall now briefly notice to you certain great evils that prevail under the theocracy of Indostan, and shall endeavour to prove that they can be removed only by means of Education and a Free Press. The Hindoos are divided into castes, all under the dominion of priests. Should a Brahmin take a Sudra for his wife, he is doomed to suffer for ages in hell. This unnatural division of society is the greatest barrier to good government. To perpetuate ignorance and superstition, none but a Brahmin is allowed to read the Vedas, under pain of death. Falsehood is universally practised; and perjury, which prevails in all our courts, is in some instances sanctioned by law. Most of the productive classes are accounted vile and odious, unworthy to eat, drink, or sit with a member of the classes above them. The women of all castes are kept in a state of slavery. In Bengal, during the year 1817, there were burned or buried alive 705 widows. The Brahmins

also plunge the sick into the sacred rivers, that the soul in the act of departing may be washed from all the impurities of the body. Thus are yearly destroyed a multitude of British subjects. The Rajpoots murder their female infants. During the last ten years, Kooaur, brother-in-law to the Rajah of Jointepoor, has been in the habit of repeatedly sacrificing men, for the purpose of obtaining progeny from his barren wife. The victims are kidnapped, they undergo ablution, have a garland of flowers placed round their necks, and then have their heads cut off. Kooaur and his wife having witnessed this ceremony, conclude the tragedy by bathing in the victims' blood. While evils such as this prevail even under enlightened governments, in Indostan, experience has taught us that they would be increased by the application of force, and can only be subdued by reason. Therefore, to kill a cow or a sacred monkey would be more dangerous than to attack from the Press their three hundred and thirty millions of Gods, or even their Vedas.

To destroy this vile superstition, and to establish in its place a pure worship, has, indeed, been the professed object of all European governments. What were the means they adopted? The Portuguese established an Inquisition at Goa. The Popes, ascribing to the Inquisition a divine origin, entitle it the Holy Office, and the prison, the Holy House; while the Inquisitor and Censor are supposed to be under the immediate influence of Heaven. It follows, therefore, that Torquemada, the Grand Inquisitor and Censor, who in fourteen years tried 80,000 Mahomedans and Jews, and burnt 6,000 of them in all due pomp, was an agent of the Divinity. Be he god or demon, all we have heard of the cruelty of the Hindoos cannot surpass this horrid massacre. Neither can the voluntary sacrifices at Jagannaut be compared to the sufferings of Sieur Dellon and other innocent men in the Inquisitions at Damaun and Goa. They were buried alive in dark and nauseous vaults, with no companions but the vermin nurtured in their filth. They were flayed and racked, and then in mercy starved, strangled, or burnt.

Let us next consider the conduct of the Censors of the Press. Nothing could be published till examined by these infallible men. They made *ex post facto* laws; they passed a decree against sixty-two Printers, prohibited every book they had ever published, and subjected all who read them to excommunication and perpetual infamy. Erasmus's Paraphrase of the New Testament, printed with the approbation of Leo X. and the Inquisition, was afterwards condemned by the Censor. They punished Galileo for publishing his opinion that the sun, and not the earth, is the centre of the world. These positions they declared false in philosophy, and contrary to the word of God. They caused his Dialogues of the System of the World to be burnt, forced him to abjure his errors, and imprisoned him for years in the Inquisition. The Inquisition even deprived foreign governments of the power of prohibiting any book approved by them, though dangerous to the state. The Syrian Christians, for ages unmolested by the tolerant Hindoos, were called on by the Inquisition at Goa to acknowledge the Pope, of whom they had never heard, and to abjure their simple worship. The Censor, as if ambitious of still soaring to pre-eminence in guilt, caused their ancient and sacred manuscripts to be burned. From these persecutors the Syrian Christians fled to the mountainous forests on the Malabar coast—Freedom's strong sanctuary.

The licentiousness of the Press under the Censors far exceeded that of the most licentious Free Press. Like a Free Press, the Censors could warrant the publication of any falsehood: but, unlike it, were subjected to no refutation—to no punishment. The Censor claimed absolute power, and could and did silently suppress truth. The right of coining political falsehoods was the exclusive prerogative of the orthodox Doctors of the Inquisition. This Corporation of Liars, in the full exercise of their prerogative, invented and propagated their encouraging, animating, additory, translatory, detractory, defamatory, prodigious, miraculous falsehoods; and no friend of truth was allowed to expose their slanders, or contradict their assertions. The same evils exist, though not to the same extent, even under the best governments where Censors bear sway.

To return to the cruel intolerance of the Inquisition. Assuming that the kingdoms of Asia belonged to Portugal, they pillaged, oppressed, and murdered the Hindoos, and threw down their pagodas. All this they did under the sacred cloak of religion. Think not, Excellent Sir, that my present discourse is influenced by any low prejudice against the religion of our forefathers. No, though a Protestant, I was dismissed the Staff, and sent from Ireland, for having there calmly advocated the cause of *Roman Catholics* of that afflicted country.

Acts of intolerance and oppression having tended to degrade rather than to ameliorate the state of Hindoo society; numbers of pious Missionaries have had recourse to the gentle arts of persuasion. Yet their attempts to overcome the deep-rooted prejudices of irrational men have proved ineffectual. How, then, it may be asked, is this society to be reformed? By preserving the most perfect religious freedom, by the exertions of worthy Missionaries and enlightened Brahmins, by the virtuous education of youth, by delivering the Press from those odious restraints which have hitherto impeded the progress of civilization, and by the establishment of improved *Panchayets*,* and of a *rational Code of Laws* suited to the character of Asiatics.

A glorious revolution is at this moment advancing in British India. Among the population of Bengal a large portion are receiving the rudiments of an improved system of education, and thousands of elementary works are circulating throughout our empire. Even Hindoo women, against whom widowhood, and consequent burning alive, are denounced for learning the alphabet, and who must not read the Veda under pain of death, have placed their daughters at the public schools. The Brahmins, Ram Mohun Roy, and the late Broja Mohun, the great Hindoo Reformers, have held public monthly meetings at Calcutta for the purpose of freely discussing the tenets of their religion, and exposing the cruelties and polytheism practised under it. These Brahmins have also, by their publications, endeavoured to prove that every Hindoo rite has its derivation from the allegorical adoration of the Deity, and that God alone should be worshipped. Abulfazil supports this opinion. "It has come to light," says that wise Mahomedan, "that the generally received opinion of the Hindoos being Polytheists, has no foundation in truth; for although their tenets admit positions that are difficult to be defended, yet that they are worshippers of God, and only one God, are incontrovertible points." In the Institutes of Menu too we read this sublime sentiment: "Goodness is the very essence of the Supreme Being. God is one whom the mind alone can perceive, whose essence eludes the external organs, who has no visible parts, who exists from eternity, the soul of all beings, whom no being can comprehend." The superstitious Hindoo of the present day, on the contrary, deems it heresy not to believe in his rabble of gods, and blasphemy to assert the Unity of the Supreme Being.

The Free Press of Calcutta † is, however, what has operated most powerfully towards the reformation of abuses. In a few years' discussion, the Press has done much to destroy idolatry, polytheism, priestcraft, and oppression—the growth of thirty centuries; while the scymetar of the Mahomedan, and the torments and fires of the Inquisition, could only serve to confirm the Hindoos in their fooleries and cruel superstition.

God grant that the Cortes of Portugal, which in its great piety and wisdom has abolished the Inquisition, may also abolish the Censorship at Goa. De Lolme has happily said, "*Que si dans un empire d'orient, il se trouvoit un sanctuaire, qui, rendu respectable par l'ancienne religion des peuples, procurât la sûreté à ceux qui porteroient leurs observations quelconques; que de la sortissent des imprimes que l'apposition d'un certain sceau fit pareillement respecter, et qui, dans leurs apparitions journalières, examinassent et qualifiassent librement la conduite des Cadis, des Bachas, des Visirs, du Divan et du Sultan lui-même; cela y introduiroit tout de suite de la liberté*"

* Trial by Arbitration—a sort of Jury.

† There are seven Native Presses at work in Calcutta.

May a Free Press, through your instrumentality, find in the old Inquisition-house at Goa this sanctuary! And, as the sun by its vital heat animates the world, so may this fountain of intellectual light spread far its lucid rays, and give life to oppressed Asia!

I have the honour, Sir, to subscribe myself,

Your most devoted Servant,

LEICESTER STANHOPE.

To MANOEL FERNANDES THOMAS,

Deputy of the Cortes, Lisbon, &c. &c. &c.

Marine Registry Office.

To the Editor of the Journal.

SIR,

Three months have now elapsed, since I submitted to the Public through your JOURNAL some remarks on the inutility, &c. of the Marine Registry Office. Time sufficient you will allow for the advocates for that Establishment to refute such remarks, were they unfounded, or at least sufficient time for them to advance every point they have to urge in its favor or defence. And I now propose to examine carefully that which they have advanced, to shew the mode and reason by which that Office *usurped* the credit and the merit of being the cause of preventing Ships from being destroyed by Fire. First.—To point out abuses not before noticed, and lastly to shew how unjustly we should act towards our liberal Government, not to acquaint it with the injury the Commerce of this port sustains and of the alienating tendency of the rules, regulations, and management of the Marine Registry Office, on the Mariners of this port.

Its first advocate appeared under the signature of "VICTORY," and knowing his inability he very judiciously undertook to refute only a passage in the 5th paragraph of a letter that contained 17. But even this undertaking proved too strong for his capacity. More: For he not only completely failed, but very knowingly announces his conviction in terms not to be misunderstood, that unless that Office succeeds in preventing "the tantalizing necessity of an investigation into accounts, the numerous defeats in the Petty Court: and prevents the exposure of certain abuses, it must be abandoned by a wonderful short process," for which hint regarding accounts, I am exceedingly obliged to "VICTORY" and beg to assure him I shall not fail to avail myself of the hint at a future period, if necessary. Another of its advocates, under the signature of an "Uninterested Observer" in a tirade of unmeaning sophistry and declamation, acquaints the Public, by way of proving the benefit which the Commerce of this Port derives from the Marine Registry Office, that "that Office had detained the Hon'ble Company's Ship DUCHESS OF ARNOLD, because that Ship had injured the rights of the Seamen of this Port," to which I reply that I conceive the Owners or Hon'ble Charterers of that Ship, will hereafter inquire into the cause of that detention, and should the cause not happen to be good, an item for demurrage to be paid to the Hon'ble Company's Ship DUCHESS OF ARNOLD, and entered into the accounts of the Marine Registry Office, will probably afford some amusement to Mr. Hume to analyze. But since the "Uninterested Observer" claims credit for detaining the DUCHESS OF ARNOLD, I marvel much he omitted to take credit to the Office for delaying the Hon'ble Company's Ship ERNAAD (and many others) by failing to supply that Ship with some of her Crew, which men had been applied for, 30 days before by the Commander. To say the Commander was at liberty to supply himself with men, and could have obtained men independent of the Office after applying to the Office for 15 days, is a gross insult to common sense; since every Seafaring man belonging to this port is bound to be registered in the Office, and therefore every Lascar is dependant and in dread of this Office; nay more, so far from a Commander being enabled to procure a Crew independent of the Office, he cannot even obtain a Pilot from the Banks-hall, unless he produces a Certificate from the Marine Registry Office, certifying that he has complied with all its regula-

tions. And to procure this very Certificate it requires as much time and trouble as is necessary to clear the Ship out at the Custom House.

To have a clear idea of this complex Establishment, it is necessary to call to mind its "bearings and ties," and the moving springs at its commencement, when (among other things) it must be remembered that before this Office was established, a belief was created in the public mind, that the many Ships destroyed by Fire, arose from the crews having received bottomry money, and an extraordinary advance of wages. In consequence, Government at the request of the Merchants and Underwriters graciously approved of the Marine Registry Office, which was established accordingly with regulations to prevent Syrrangs from advancing bottomry money, and likewise to prevent the Ship-owners from giving to their crews extraordinary advance of wages. Now, owing to the Public having erroneously taken for granted that bottomry money and extraordinary advance to the crews, was the cause of Ships being set on fire: 2ndly, owing to the singular circumstance that the rage for setting Ships on fire actually diminished about the time the Office was established; and 3dly, owing to a combination of favourable circumstances hereafter explained, the Marine Registry Office not only succeeded in obtaining the Merit of preventing Ships from being destroyed by fire; but passed itself off on the Public as a passing wonderful Establishment, and by this finesse enabled itself quietly to consume the value of a small Squadron of Vessels annually, under the groundless pretence of preventing a Ship from being consumed by Fire. I say groundless pretence, because, if preventing the Crews from receiving Bottomry Money, &c. had produced the effect claimed by the Office, i. e. prevented Ships from being destroyed by Fire, how happens it that now the Bottomry Money is again obliged to be given that Ships are not set on fire as heretofore? Or how came it to pass that several Ships were destroyed by fire some time after the Office had been established? Examine the very case by which the Registrar deduces his proof of the Office having saved a Ship from being burnt—Vide the 30th 31st, and 32d paragraph of his Annual Report for 1816 and 1817, wherein it is stated "that the safety of the *LORD HUNGERFORD* depends on the exertions of this Office" for the following sage reasons; 1st, because that Office supplied the Ship with a Crew that *did set her on Fire*; and 2dly, afterwards supplied her with another Crew which did not set her on fire. But in order to shew that the absurdity of the Office is only equalled by its presumption, by claiming the peculiar merit of preventing Ships being destroyed by fire, let us admit that by not giving the Crews either Bottomry money or extra advance of wages, this will prevent the Crews from setting their Ships on fire. It follows thence, that the Underwriters (who are the principal sufferers) have only to fix the necessary advance to be given by Crews on certain voyages, and to declare void the Policies on Blocks, the Crews whereof have received a surplus advance.

Having said thus much regarding what was *not* the cause of the Ships being set on fire by the Crews, it now remains to be shown what *was* the cause; for this end I have to remark, that from the fact of the Crews having set their Ships on fire, we have the strongest possible proof of their total want of every spark of moral principle. It cannot therefore be questioned that while these unprincipled villains could commit their depredations with impunity, they would naturally follow the impulse of their ruling propensities, whence it is obvious that detection and punishment could be the only immediate preventative or stay to their unprincipled propensities; and in this conclusion I am completely borne out by the fact that when the incendiaries were detected by Captain Penberthy on board the *INDIAN OAK*, found guilty and punished at Calcutta, that then, and not till then, the attempts to destroy vessels diminished. Now it so happened that at the time these depredators were smarting under their punishment, the Marine Registry Office was established: the Ship (which deserved the merit) proceeded on her voyage to England. The Agents for the Ship happened to be the warmest supporters of the Marine Registry Office, and by these combinations of circumstances the Office was enabled quietly to usurp the merit and credit for that which was the effect of the incendiaries punishment.

The Medical department in this Establishment is certainly no discredit to the piece; since sick men could be passed by paying a fee to the Native Doctor, and in case the men are proved to have been inefficient when they were sent from the Office, and returned accordingly; yet notwithstanding this, the Ship has to pay a fresh advance for substitutes for these very sick men; nay more, the writer was in the Office when a Seapoy complained to a gentleman that he could not get passed unless he paid the Doctor a fee.

In addition to what has been already mentioned regarding the Batta department of this Office, the following fact will tend to demonstrate the delay occasioned by this Office to the Commerce of this Port. "On or about the 15th of last September the Commander of the Ship *BOMBAY MERCHANT* applied to the Office for 50 Batta Lascars. On the 26th, the principal part of the cargo being a-boardside and liable to be damaged, the Commander urged the Office to use every exertion to send the men, when at length the Registrar declared to Captain Hill in the presence of Captain Cook and Mr. Aberdeen, that the Office could not supply the Ship immediately with men, and therefore authorized and requested Captain Hill to obtain men independent of the Office. In consequence, Captain Hill desired a Syrrang to procure the men, (first apprising the Syrrang that this authority came from the Registrar,) and the Syrrang forthwith sent on board 50 Lascars in four hours, and this too during the holidays!! But let any disinterested person enquire of the Underwriters, whether the shares yield equal dividend now, as they did before the Marine Registry Office was established;—enquire of the Pilots, Commanders, and Officers, whether Country Ships proceed to sea with better or with worse Crews, since the Office has been established;—enquire of the men themselves, the cause of their disaffection towards the Office, name the Office to any person concerned in the Shipping at this Port, and the bare mention of its name is sufficient. Bear in mind, Sir, the remarkable circumstance of the former supporters of this Establishment having withheld from it their voluntary support: that the Country trade is fast approaching to beggary and ruin; that the salaries of the Commanders and Officers are reduced to a par with the Interest of their Ships; that British Seamen, whose value encreases in proportion to the strength of the gales and dangers to be surmounted, that these men only receive 20 to 35 Shillings per month. Then judge, Sir, whether those concerned in the Shipping Interest at this Presidency, would not act most unjustly towards themselves and their Rulers, in any longer delaying to forward a Memorial to Government against an Office that was instituted expressly to eradicate abuses which yet exist. An Office that upholds the price of Seamen's wages, 8 to 10 Rupees per month, far above the par of the present distressed state of Commerce:—which prevents the wages, 9 Rupees per month, even of the common Lumpers, the Batta Lascars, from finding its own level, which creates delay and expences to Ship-owners, which absorbs the principal part of the Commander's time to obtain a Crew *through*, but certainly, *not by that Office*, which absorbs a proportion of the Lascars' money, say 5 Rupees for a duplicate ticket, when the absence of their original ticket cannot be accounted for to the satisfaction of the Office (vide 2 Section of the Regulation passed July 1817). An Office patronized by a liberal Government for the benefit of the Commerce and Mariners of this Port, but which has checked in some degree the declaration of the warm-hearted feelings of the Mariners of this Port, towards our benevolent Governor, on the occasion of his approaching departure from these shores; or why else the names of so few Mariners to the Address? And is this circumstance not the strongest possible proof of the state of that proportion of the Community's feelings towards that Establishment.

These considerations induce me to suggest that a Memorial be presented to Government regarding that Establishment. In the absence of a better mode for preparing such Memorial, I propose the following, namely, for every one concerned in the Shipping Interest of this Port to state in writing under their signature, the knowledge and opinions they have regarding that Office, to address their Letters to the Exchange, having a Box there to receive them. And with the

view to avoid unnecessary Meetings, to choose the Committee, who would have to embody the contents of the various Letters, &c. into the Memorial. I propose that the Author of each Letter should write on its Cover the name of the person he wishes to be on the Committee, likewise to state on the Letter the time he deems most convenient for the Committee to meet, to open the Letters, &c. The Committee after having framed the Memorial then to call a General Meeting, to submit the Memorial for their approbation.

Your obedient Servant,

December 13, 1822.

RODMOND.

Sepoys at Burdwan.

To the Editor of the Journal.

SIR,

I beg you will be kind enough to print the annexed remarks in your Paper for general perusal.

On Wednesday, the 27th ultimo, I and many of my companions having taken a fine morning's walk towards the Cantonments of this Station, were gratified on our arrival there with a full view of the Sepoys on the Parade, all in regular order, under the command of Captain J. Aubert. I cannot express the delight I felt on the occasion of seeing the whole of this Battalion perform their exercise in so regular a manner, the Commanding Officer manifesting the greatest zeal and activity in the course of the service; and it is to be attributed, I imagine, to his exertions, that the Sepoys are at present in so high a state of discipline as to astonish their beholders.

I have had various opportunities of seeing Sepoys perform their exercise, but never in a manner equal to what I beheld on that day. The regularity of their firing, equalled, if it did not surpass any manœuvres which were performed that day, particularly the two last, which appeared like the successive firing of two great cannons.

I am, Sir, your most obedient Servant,

Burdwan, December 21, 1822.

A BRAHMIN.

Foot-Passengers in the Streets.

To the Editor of the Journal.

SIR,

Should you think the following worth a place in your Paper, I shall be obliged by your having the goodness to insert it.

I am, Sir, your very obedient Servant,

ONE WHO DRIVES IN A BUGGY.

In a city like Calcutta, where so many Carriages of every description, are passing and repassing in every street, and at all hours of the day, and I may add night, it is surprising, that no plan has been adopted to prevent the streets being choked up, by crowds of Foot-passengers, Hackeries, &c. &c.

It is notorious that persons driving in a Buggy are continually in danger of running over Men, Women, and Children, both in the day and night; and the danger increased at night, for tho' there may be lighted Lamps in a dark night, yet they do not admit of seeing people in front until nearly on them; when a restive Horse is in the Buggy, it is ten chances to one if he can be checked in time, to allow the person to escape danger: the consequence is, that many sad accidents frequently occur.

The Natives are also so very careless and inattentive, that tho' the Syce calls out in the customary manner, to "Butch Jow," (alias get out of the way): yet they crawl away quite unconcerned from between the very wheels.

Might not therefore means be taken to prevent Foot-passengers from travelling immediately in the centre of the Road? Bullocks, Hackeries, might also go with the Foot-passengers, as they are very slow in their movements; indeed any plan would be better than the present unsettled manner, and would be convenient and safe to those who Ride as well to those on Foot, and prevent much anxiety and many accidents.

Relics of Burns.

We have been favored, from an interesting as well as unexceptionable quarter, with two hitherto unpublished fragments of the Bard of Nature, ROBERT BURNS, in the original hand-writing of their Author. The Letter to Mrs. MacMurdo, is in our estimation the most interesting of the two: the short Poem is the one alluded to in the 17th Letter, Volume 2, to the Earl of Glencairn, and which Dr. Currie mentions in a Note, as not having been found among Burns's Papers. The 3rd and 4th lines of the Second Stanza are obscure: but the idea expressed in the 3rd and 4th lines of Stanza 3rd is both striking and new—a Guardian Seraph regarding the Mortal he is charged to protect, with awe, has something grand in it. The following are the Pieces alluded to:—

To Mrs. MacMurdo.

MADAM,

I have finished the Piece which had the happy fortune to be honored with your approbation; and never did little Miss shew her applauded Samplar with more sparkling pleasure to partial Mamma than I now send my Poem to you and Mr. MacMurdo, if he is returned to Drumlanrig. You cannot easily imagine what thin-skinned animals, what sensitive plants, poor Poets are. How do we shrink into the embittered corner of self-abasement, when neglected or condemned by those to whom we look up! and how do we in erect importance, add another cubit to our own stature, on being noticed and applauded by those whom we honor and respect. My last visit to Drumlanrig has, I can tell you, Madam, given me a balloon-waft up Parnassus, where, on my fancied elevation, I regard my poetical self with no small degree of complacency. Surely, with all their sins, the Rhyming Tribe are not ungrateful creatures. I recollect your goodness to your humble guest. I see Mr. M. to the politeness of the gentleman adding the kindness of a friend; and my heart swells as it would burst with warm emotions and ardent wishes.

With every sentiment of grateful respect,

I have the honor to be,

Verses intended to be written below a Noble Earl's Picture.

Whose is that noble, dauntless brow?

And whose that eye of fire?

And whose that generous, princely mien,

Ev'n rooted Foes admire?

Stranger, to justly show that brow,

And mark that eye of fire,

Would take his hand, whose vernal tints,

His other works admire.

Bright as the cloudless Summer-Sun,

With stately port he moves,

His Guardian Seraph eyes with awe,

The noble Ward he loves.

Among the illustrious Scottish Sons

That Chief thou may'st discern,

Mark Scotia's fond returning eye,

It dwells upon GLENCAIRN.

CALCUTTA BAZAR RATES, DECEMBER 28, 1822.

| | BUY | SELL |
|--|----------|------------------|
| Remittable Loans, | Rs. 23 0 | 22 0 |
| Unremittable ditto, | 14 4 | 13 12 |
| Bills of Exchange on the Court of Directors, for 12 Months, dated 30th of June 1822, | 28 0 | 27 0 |
| Ditto, for 18 Months, dated 30th of April, 1822, | 26 8 | 25 8 |
| Bank Shares, | 5200 0 | 5000 0 |
| Spanish Dollars, per 100, | 206 0 | 205 8 |
| Notes of Good Houses, for 6 Months, bearing Interest, at 5 per cent. | | |
| Government Bills, Discount, | | at 3-8 per cent. |
| Loans on Deposit of Company's Paper, for 1 to 3 months, at 3 8 per cent. | | |

Notice.

New Post Road to the New Anchorage passing the Diamond Harbour Post Office to Sangor Island.

The Public are hereby informed that a communication by Land, having being completed from Calcutta to the New Anchorage, Letters for that Station will be daily received at the General Post Office, commencing on the 1st day of January 1823. —The distance to Kedgerie and the New Anchorage, being equal, no excess will take place in the Rate of Postage.

General Post Office, Calcutta,
28th of December 1822.

COLIN SHAKESPEAR,
Post Master General.

Mr. Edmonstone's Assertions.

In our publication from the MORNING CHRONICLE, of the 20th of June, of the Proceedings at the India House on the preceding day, our readers may probably remember the following brief report of Mr. EDMONSTONE's remarks:—

"Mr. EDMONSTONE begged leave to say, that if this country were long to treat India unfairly, India would not long continue to bear it. If the Court did not relieve them, they would take means for relieving themselves. There was an Engine even now at work to effect a separation of India from this country. The effort of the Freedom of the Press was to make them imitate the example of North and of South America."

In the COURIER of the same date, this Gentleman's remark are given somewhat at greater length as follows:—

"Mr. EDMONSTONE called the attention of the Court to the political effects which measures discouraging to the industry of their Indian population were likely to produce. Measures of so unjust a description as had been resorted to, with respect to India, were calculated to make the people of that country use their utmost efforts to relieve themselves from their present subjection. An Engine was at work in India, the professed aim and object of which was to separate India from England.—This was no light surmise of his. He had seen Documents in which that design was avowed, and both North and South America were pointed out as proper examples to be followed."

Of all the various benefits of a Free Press, that of its power to refute Error is perhaps the greatest: for there is such a constant tendency to this in all quarters of the globe, that to oppose its progress, and to root out the ignorance and prejudice on which it is generally founded, is a far more difficult and important task than the simple dissemination of Truth. Indeed the one is almost always a necessary preliminary to the other: and it is constantly necessary to refute prevailing errors, before salutary truths can be implanted in their stead.

We have therefore given Mr. Edmonstone's remarks on the object of the Free Press of India, (according to his erroneous notions), a place in our Asiatic Sheets, for the express purpose of sending them back again to England, with the exposure of their inaccuracy which we feel it our duty to append to them. We learn from private, but good authority, at home, that Mr. Edmonstone was the writer of certain Letters in the ASIATIC JOURNAL, under the signature of "AN OLD INDIAN," written expressly to bring the Free Press of India into disrepute; tho' the able Replies of Colonel Stanhope to these Letters in his own name, stripped them entirely of the little claim they had to consideration. We further learn that Mr. Edmonstone is the Gentleman deputed by the Honourable Court of Directors to draw up a Report in England on the State of the Asiatic Press. It might we think have been performed under greater advantages here; and if the last two months were taken as a specimen, the purity of what is considered (erroneously we hope) the Government part of the Indian Press, would appear in glowing colours. But such a Report being ordered at all, either at home or on the spot, shews that considerable importance is attached to the subject, and a person of so much consideration as Mr. Edmonstone being chosen for the task, only adds to the weight with which it is likely to be received.

It is thus of the greatest importance that this Gentleman, and the Directors and Proprietors of India Stock, as well as the British Public at large, should be undeceived on this important subject of the use to which the Indian Press has been applied; and that this should be done here publicly on the scene itself, that no delusion may prevail; and that those at home may see that no one in Calcutta could advance so absurd or erroneous an opinion as that solemnly pronounced by Mr. Edmonstone, in London—without being instantly contradicted on the spot, as well as being heartily derided for his folly.

We assert therefore, publicly and unequivocally, that the great object to which the Free Press of India has hitherto been directed, has been to draw the ties of union between the Natives of India, and their English Rulers closer and closer; to diffuse instruction among the former, and to promote public integrity and a regard to the great ends of all good government among the latter. In no one instance that we can call to mind has any portion of the Press in India even inadvertently called the attention of the Natives of this Country to the example of North and South America; and certainly never once excited them to follow that example. What those Documents are, which Mr. Edmonstone pretends to have seen, we do not know; we only hope they will be embodied in his Report and given to the Public, that they may be recognized by their proper Authors, and condemned or defended as they may deserve. As far as the CALCUTTA JOURNAL is concerned, (and when the Free Press of India is spoken of it is generally with reference to the conduct of that Paper principally), its object has been almost invariably to persuade both Governors and Governed that the bond of union between them was not yet strong enough, and instead of destroying this, our object has always been to strengthen it and draw it closer. We would have the benefit of the community of India (including all classes) the first point always in the consideration of the English who rule over them; and we would have respect and esteem for the English, the prominent feeling among the Natives who live under their government. We have advocated on every occasion that presented itself, the advantage to India, of English knowledge, English integrity, and English industry; but never once gave even a shadow of ground for the assertion of Mr. Edmonstone, that the professed aim and object of the Free Press of this country was to separate India from England! We are surprised that any Englishman of sense who had passed a large portion of his life in this country could for a moment entertain such a notion; but as this JOURNAL has now obtained extensive circulation in England, we hope when this meets Mr. Edmonstone's eye he will take an early opportunity to retract his assertion and correct his error; and if his Report on the State of the Asiatic Press should be completed when this reaches him, we hope he will do us and himself the justice to make the necessary emendations, and have a new Edition of it prepared without delay.

Commercial Reports.

Note.—It being difficult to quote with preciseness the prices of the following Articles, the mode of stating generally, whether they are at an advance or discount has been adopted, as being sufficient to give a tolerable correct idea of the Market.—The Exchange being at Par.

References.—(P. C.) Prime Cost of the Article as Invoiced at the Manufacturer's prices, exclusive of Freight and Charges.—(A.) Advance on the same.—(D.) Discount.

| | | | | | |
|----------------------------|-------|----|---|----|--------------|
| Broad Cloth, fine, | P. C. | 0 | a | 10 | per cent. A. |
| Broad Cloth, coarse, | P. C. | 0 | a | 10 | per cent. D. |
| Flannels, | | 5 | a | 10 | per cent. A. |
| Hats, Bicknell's, | | 35 | a | 40 | per cent. A. |
| Chintz, | P. C. | 0 | a | 8 | per cent. D. |
| Cutlery, Table, | P. C. | 10 | a | 15 | per cent. A. |
| Earthen-ware, | | 10 | a | 15 | per cent. A. |
| Glass-ware, | P. C. | 0 | a | 10 | per cent. D. |
| Window Glass, | P. C. | 0 | a | 10 | per cent. D. |
| Hosiery, | P. C. | 0 | a | 10 | per cent. D. |
| Muslins, assorted, | | 10 | a | 15 | per cent. D. |
| Oilman's Stores, | | 15 | a | 25 | per cent. A. |
| Stationery, | P. C. | 0 | a | 8 | per cent. A. |

Platonic Love.

"With care conceal what'er defects you find
 "To all her faults seem like a Lover blind."—OVRD.

To the Editor of the Journal.

SIR,

Nothing is a greater bane to the happiness of woman-kind than the indulgence of what is generally called PLATONIC LOVE, which by its insidious approaches gradually leads on a woman to the commission of what it would have been utterly impossible ever to have brought her to do, had not man, like an insidious friend, commenced his suit in a manner calculated to lull all suspicion, and by pretending to feel a brother's love, sympathising with the fair one in her misfortunes, and rejoicing at what she had cause to be glad, gradually accomplished so much of his aim as to create an interest in her heart. At this eventful period, let woman beware of such a pretended friend, let her be assured that his tears are *Crocodile's tears*, for at the very time he appears to take the greatest degree of interest in her well-doing, he is most assuredly plotting to destroy her virtue and peace of mind. The real existence of such a passion as PLATONIC LOVE is, I can unhesitatingly affirm, impossible; but too often a lovely woman deludes herself with a belief of its being possible to carry *friendship* to that pitch; it is in short "the very fiend's arch-mock," for never yet was an instance of woman giving way to it, but what, sooner or latter, she had cause to lament having indulged in such an unfortunate infatuation. It appears at first sight the most pleasing refuge from distress of mind, occasioned perhaps by an unhappy marriage, but fatal delusion! some day or other the barriers of virtue give way, it becomes a mere sensual passion, and too certainly horror and remorse succeed.

It is against the first approaches of this baneful passion, that I would warn the sex; let a married woman most carefully shun the advances of man, for however his ultimate purpose may be cloaked, still it leads but to one consummation, certain disgrace and misery to the unhappy female!

"I do not here pretend to say, that women should be PRUDES, far from it; but there is a wide difference between stiff starched morality and strict propriety of conduct, which latter ought to be a woman's chief pride and glory to adhere to. When a married woman commences a Platonic attachment, she is laying the foundation of her own ruin, and although she may deceive herself into a belief that she merely feels as a sister ought to feel towards a brother, yet by little and little she begins to entertain a warmer sentiment, which is gradually increased by the unremitting, tender, and pleasing attentions of her male friend, who watches her every glance, hastens to anticipate her every wish, and finally triumphs.

Would to God that the picture I have just drawn were false, or overcharged; unhappily it is neither. How many instances daily occur of a similar nature, the commencement of which has been PLATONIC LOVE. May the sex rouse themselves, and scorn and despise the traitor, who would lure them from the paths of virtue, by such vile and specious means. A Wife would shrink with abhorrence and contempt from the man who would openly attempt to seduce her, but let her doubly beware of a Platonic Lover!

Women who have been betrayed into the indulgence of Platonic attachment, gradually become vitiated in their ideas, and throw off all restraint; what a horrible idea!—such a change is produced even in a few months, that the woman who formerly was the delight of a valuable circle of friends, now may be regarded with pity and contempt, and all in consequence of fatal and criminal love, commenced by Platonic.

I trust that the insertion in the JOURNAL of these few disjointed hints for the guidance of the unhappily-married part of the sex, may be attended with some good effect; for I am convinced that in many cases the evil only requires to be pointed out, in order to be avoided.

Pandemonium, Dec. 1822.

A BLUE DEVIL.

Bombay Light Cavalry.**ORDERS BY THE INSPECTOR OF CAVALRY.**

Bombay, Dec. 6.—Lieutenant Colonel Stanhope cannot depart for Europe without recording his heartfelt good wishes for the welfare, prosperity, and honor of the Bombay Light Cavalry, of which he feels proud in no common degree from the share he has had in its organization; though far be it for him to arrogate to himself that credit which is due from the zeal of its Officers, who have, with so much credit to themselves, outstepped his every wish by their unremitting exertions in acting on the system laid down, not in any novel way by him, but in conformity to that practised in the British Cavalry at large.

In the sincerity of his heart, he trusts its members will believe that he can never hear of their welfare, or of the credit and honor of the Bombay Cavalry, otherwise than with the greatest interest.

He has been gratified by witnessing its conspicuous gallantry in the field; and he doubts not that those who shall follow him, will appreciate its merits and witness its devotion and bravery as he has done: and he feels too deeply how much his own credit is at stake (independent of better motives), not to feel as long as he shall live, a deep interest in its prosperity and future deeds.

To Lieutenant Colonels Wilson, Dunbar, and Turner, and to Captain Soileux, he feels in no common degree indebted, and he begs to offer to them his warmest thanks for the zealous assistance afforded to him by them: and he begs the Officers Commanding the three Regiments, will convey the sentiments of his most sincere thanks to the whole of the European and Native Officers as well as to the Native Non-commissioned Officers, and to all ranks of their respective Regiments, for their zeal and conspicuous good conduct from the period of their first formation to the present time, when he is about to relinquish the Office of Inspector of Cavalry; and he begs them to believe that he can never forget how much he is indebted to them for the flattering marks of favour he has so recently received from the distinguished General at the head of the Bombay Army.

(Signed) L. STANHOPE, Inspector of Cavalry.

Irish Catholic Clergyman.

SIR,

To the Editor of the Bengal Hurkaru.

I took no share in the recent Newspaper contests, regarding the privileged seats on the Choir of the principal Catholic Church in Calcutta, or the introduction of Pews for the convenience of the Female part of the congregation, or such other matters of minor import, originating with persons who have suffered their objects to drop without ever endeavouring by a proper application to the Wardens to remedy the irregularities and deficiencies of which they so loudly complained. My motive in the present instance for addressing the Public through you, is to inform the Catholic community, that an Irish Catholic Clergyman, the Rev. Mr. Murphy, has come round to Calcutta, as Chaplain of the Portuguese Ship LORD WELLINGTON, and that I have reason to believe he would have no objections to remain at this Presidency, if placed on the Clerical Establishment on a respectable footing.

In a British Settlement such as this, where three fourths of the Catholic Community, whether descendants of Portuguese or otherwise, must follow avocations, in which a knowledge of Portuguese can be of little or no practical utility, whereas an English Education is absolutely necessary to any degree of success—the Portuguese language has consequently fallen greatly into disuse, and is spoken or understood by very few in its purity. Preaching therefore in Portuguese, to such a congregation, must be admitted to be almost worse than useless, and the advantages which would be derived from the labors of a Clergyman, competent to preach in English are too apparent to need any illustration.

I would therefore suggest that an application be immediately made to the Wardens, soliciting them to propose to the Reverend Gentleman to retain him on the Establishment on suitable terms, such as were offered to another Irish Clergyman of the same name, who came to Calcutta some years ago. I am certain that such a request cannot be disregarded, as the Wardens themselves must appreciate the utility of so desirable an addition to the clerical body. Let me, therefore, beg that such Gentlemen as may be desirous of seconding this proposition will be pleased to furnish you with their names, and as soon as twenty or even half that number are obtained, I will cheerfully put myself in communication with them, and join in a Requisition for a Meeting to be held on an early day in the Vestry Room, for the purpose of taking into consideration the means necessary to be adopted for securing the object in view.

I am, Sir, Your most Obedient Servant,

Calcutta, Dec. 27, 1822.

A CATHOLIC.

NOTE.—Communications made to us on this subject will be readily attended to.—ED.

Experiments with Rice on a Goat.

Sir,

To the Editor of John Bull.

Altho' unaccustomed to Literary Composition, the nature of the subject will I trust excuse me for intruding upon you with this Letter.

Being on my way to join my Corps, I was necessitated to remain at this place for a few days, in consequence of the want of Cattle and Carriage, &c. and having the pleasure of Dr. Tytler's acquaintance, and being in a great degree a sceptic as to the truth of his Theory respecting the deleterious effects of Rice, I requested that Gentleman to favor me with some proof of the accuracy of the circumstance he has so frequently advanced.

To this, with his usual liberality, he most readily assented, and on Monday last, a strong female Goat was procured and deprived of access to food from the evening of that day till the morning of the following Thursday. Wednesday, being the vaccination day, I accompanied Dr. T. into the City, where we purchased two Rupees worth of Bazar Rice out of one of the common shops: there were two species of this Grain, one a reddish coarse Rice, selling at the rate of sixteen seers for the Rupee, the other a finer kind, a whiter, and to appearance pretty good Rice, selling at eleven seers for the Rupee. A mixture of these two kinds of Rice in equal parts was placed before the animal on Thursday morning; during the day it continued to eat this grain and occasionally drank some water: the following day its appetite greatly diminished, the two following days it ate nothing, and to me it seemed as if affected with a disease similar to the distemper in Cattle.

During the night between Sunday and Monday it uttered most distressing and piercing cries at intervals, as if in great agony, and in the morning it was found dead.

Within twenty-four hours after eating the Rice, the Animal's Bowels were strongly affected, as the evacuations were changed to what in this Country is called bilious, which appearance continued and increased until the death of the animal. On opening the Bowels the contents of the Stomach and Bowels consisted merely of Rice, mixed with a little dirty fluid in an undigested state. The quantity of Rice eaten by the animal did not exceed two seers.

This experiment I sincerely confess has greatly tended to convince me of the accuracy of Dr. Tytler's opinion, and I do certainly think that his discovery is not only deserving of general attention, but is of most serious importance, and highly worthy of a full investigation by Medical Gentlemen.—I am Sir, Your most obedient Servant,

Allahabad,
Dec. 16, 1822.

H. V. GLEGG, Lieut.

2d Bn. 16th Regt. N. I.

Important to Drivers and Others,**WHOSE LIVES AND LIMBS ARE DEAR TO THEM.**

Sir,

To the Editor of the Bengal Hurkaru.

To my great surprise I was yesterday made acquainted with a circumstance of which I was not before aware; and as it is one of interest to the Community, I beg you will give publicity to the following statement:

On Saturday last, a Gentleman was driving down towards Chandney Choke in his Buggy, thro' the Emambarry; and while entering the narrow lane leading to Baker's late Stables, he observed a Coachman driving a Chariot furiously out of those Stables, and finding that there was not room to admit of two Carriages passing along, he held up his hand and asked the Coachman to draw up while the Gentleman was endeavouring to go backwards: He succeeded in backing his Horse full the length of his Buggy, which he brought opposite to the gate of the next stables (recently Cook's,) but had not time to get his Horse back sufficiently to let the Carriage go clear. The Coachman however continued to drive on, crying out that there was room enough, and took the Axle Cap off the Buggy which was immediately upset with the Driver and his Friend.

The latter ran after the Carriage calling out to the Coachman who kept flinging the Horses unmercifully, and neither the Thanadar, Chokodar, nor the Mob could stop him, until he came to his Master's gate in the Cossitollah, where he entered and made his escape. His Master (a Military Officer) came out, and merely enquired if his Coachman had been on the right side of the Road, adding that if he were, he was right in driving along and that the occurrence must be attributed to an accident to which every one was liable. The Gentlemen who were thrown out of the Buggy were not satisfied with such reasoning, observing that upon this principle his Coachman might drive over any Carriage if there did not happen to be room for both:—Fortunately for the Gentlemen the quietness of his Horse who stood still after the Buggy was upset, and the Hood which was up guarded him and his Friend against any serious injury.

In the course of the same day an application was made to the Magistrates for redress, which cost the Complainant one rupee and four annas:—The Coachman whom his Master protected, attended the Police with a note from his Employer, and the Complaint came to a hearing before Mr. Justice Birch; who declared he was sorry there was no provision in the Bye-law by which the Coachman could be punished for

driving furiously in the streets, and causing the injury alleged to have been done both to the Complainant and his Buggy, and that therefore he could not take cognizance of the matter. The Plaintiff urged that he was informed of grievances of this nature having before been redressed by the Police, and that the Magistrates had even caused the aggressor to give security for making good the damage, adding that he and his Friend were hurt by the fall and his Buggy considerably damaged by the obstinacy of the Defendant, and that he could prove that in the instance in question the damage was occasioned wantonly:—The learned Magistrate repeated his incompetency to go into the matter, and that he could not try the Defendant even for an assault, recommending the Plaintiff to sue the Coachman in the Court of Requests for the expenses incurred in repairing the damage.

Now, Mr. Editor, I will feel particularly obliged by some of your Correspondents enlightening me on this subject, as to the measures which the injured in such case can adopt to obtain redress, without having recourse to a civil action in the Supreme Court, because the enormous expense of such a process would deter many from prosecuting such offenders and thus allow them to escape with impunity.

I have advised my Friend to get the damages done to his Buggy repaired, and sue the Proprietor of the Chariot and his Coachman for the amount of the Bill which he may pay; but what satisfaction is he to derive for the misconduct of the Coachman? I hope that the subject will excite the attention of those whose province it is to render the local laws which regulate the proceedings of the Police complete, by adding provisions, which appear to be still wanting to enable the Magistrates to afford redress in such cases. I remain,—Sir, Your's Faithfully,

A LOVER OF JUSTICE.

Selections.

Mr. Crawford's Mission.—We have some reason to believe, that Mr. Crawford's Mission to Siam has returned to Singapore, as we understand Letters have been received from an Officer attached to the Mission dated from that place, but we do not know if any account of the causes of the failure are mentioned.

News from Persia.—In a former number of JOHN BULL we presented to our readers the general results of the action between the Persian and Turkish Armies on the 3d of August, near Engeraum. We are now enabled to give some further particulars, though as they rest entirely on the Persian authorities they must be received with some caution. It appears that the Turkish Army had been engaged in the siege of the Persian Fort of Tufeah Kellah, and that the Garrison had urged the Prince Royal to hasten to their succour, as they were reduced to extremities, and the Turks were pushing the siege with vigour. The Prince, having effected a junction with a force that had been previously sent in advance under a Chief named Hussein Khan, hastened to the relief of the Fort—On his advance the Turkish covering Army moved out, and occupied an advantageous position, occupying every eminence and post of advantage which the Country afforded, and there awaited the approach of their opponents—The Persian Army was formed into three divisions, the right commanded by Hussein Khan, the left by Ameer Khan, and the center by the Prince Royal in person. Hussein Khan was ordered to attack the heights on the left of the Turkish position; his advance was checked by the repeated charges of the Turkish Cavalry, and he would have probably been compelled to return if he had not been aided by timely reinforcements. The heights being at length gained, and the center division moving forward at the same time, the Turkish Army does not appear to have made much resistance. The Turkish General Mahomed Pasha is said to have repeatedly charged the Persian Army at the head of his Cavalry with the greatest intrepidity and resolution, but the precision with which the Persian Artillery was served, checked the ardor of his Troops, and obliged them finally to retire from the Field. The Turks were pursued to their encampment which was taken, together with many Prisoners. The loss of the Persian army is said to have been considerable, including some persons of note. After the action the Prince Royal advanced towards Engeraum, but the Cholera having broke out in his Camp, and its ravages having excited great consternation among the Troops, a retreat was determined on, and by the 13th the whole Army had been withdrawn within the district of Khoey, from 1500 to 2000 men were supposed to have perished from this dreadful malady, including several Chiefs of rank. It is understood that negotiations had been commenced, and it was thought not improbable that they would terminate favorably.

The death of the Kazim Mokaum of Persia occasioned by the Cholera is also mentioned, and is regarded as a public loss, from the character he bore for firmness and integrity. It is supposed he will be succeeded by his son, of whom report does not speak so favourably.

The King of Persia had marched from Sultaneah towards Kerman-shah, with what precise views is not known, though nothing less than the conquest of Bagdad is assigned as the motive by the Persian politicians.

Confident expectations were entertained among the best informed at Constantinople, at the end of July last, of an early termination of the discussions between the Porte and Russia to the satisfaction of both parties.—*John Bull.*

Distressed Irish.

To those under this Presidency who are now exerting their Benevolence in behalf of the Distressed Irish.—*Bombay Courier.*

'Tis well! 'tis well—the work goes on,
And rank and wealth and worth have done
All that becoms their station here,
At Erin's call, at Erin's tear;
And talents oft admir'd before
Throw wide Thalia's festive door
On Charity's appeal;
There shall each warm sensation meet,
And Humour spread her choicest treat
For hearts that nobly feel.
Nor let the grateful Muse forget
What touching proof of fond regret
Our humble Soldiers crowd to shew
For those who droop in distant woe,
Yet dear to Mem'ry's visions live
And win the poorest hand to give.
These sparing what they less can spare
Praise with the proudest well may share.
Nor fear (as calmly urg'd by some)
Our aid shall vain or tardy come
With half a world between;
Alas! through many a dreary scene
On Erin's desolated plains,
The blighting Demon widely reigns
To glut th' untill'd and thirsty ground
With haggard victims drooping round;
And Summer's dew may softly fall
And tempests wake at Winter's call,
E'er those who watch o'er Britain's laws
Or strenuous urge Compassion's cause
Shall heal the aching wound.
Ye, who on many a glorious plain,
Have fought and bled and won for Spain,
Say, when through toil, and blood and flame
The Goddess-form of Vict'ry came,
For those who best ador'd her shrine
For Britain's Sons a wreath to twine;
If Albion's Rose was blushing seen
Mid Freedom's leaves of loveliest green,
If Scotia's Thistle close was stor'd,
Sharp as her Country's Wit and Sword,
O say, that hallow'd crown to share,
When was the Shamrock wanting there?
And shall the sisters, sires, of those
Who struck with you the Patriot's blows,
Now, when the tempest roars no more
And war is hush'd on every shore,
Shall they to wasting pen'ry driv'n
Breathe fruitless sighs to Earth and Heav'n,
See genial Nature's vain increase,
See Famine mock the smiles of Peace?
Forbid it, ev'ry bounding thought
In Virtue's breast by Pity wrought!
Here is a claim that all must own;
And though no column's stately height
With record fair your zeal requite
To days remote made known;
Think, when old Sculpture forms sublime
Their honors yield to dust and time,
When Vegetation's trophies wave
O'er name of generous, great and brave,
Not thus in dark oblivion lie
The gracious deeds of of Charity!
No—on an incens'd cloud of pray'r
The rescued Orphan's, Widow's tongue
To Heav'n's own vault your names shall raise
In adamantine tablets hung
To shine for ever there.

Bombay, Dec. 6, 1822.

A FRIEND TO THE CAUSE.

COURSE OF EXCHANGE.

| | | |
|--|--|-------|
| BUY] | CALCUTTA. | [SELL |
| 1 11 a 2 | On London 6 Months sight, per Sicca Rupees, 1 11 a 2 1 | |
| | Bombay 30 Days sight, per 100 Bombay Rupees. . . 92 | |
| | Madras ditto, 94 a 98 Sa. Rs. per 100 Madras Rupees. . . | |
| Bills on Court of Directors drawn, at 2 6—Exchange 25 a 30 pr. ct. prem. | | |
| Bank Shares—Premium 50 a 52 per cent. | | |

Shipping Arrivals.

CALCUTTA.

| Date | Names of Vessels | Flags | Commanders | From Whence | Left |
|---------|-------------------|---------|---------------|-------------|---------|
| Dec. 28 | Marq. of Hastings | British | C.J. Anderson | Ambayna | June 15 |

BOMBAY.

| Date | Names of Vessels | Flags | Commanders | From Whence | Left |
|---------|------------------|---------|----------------|-------------|------|
| Nov. 30 | Reliance | British | M. S. Pike | Madras | — |
| Dec. 3 | Sylph | British | G. Middleton | Surat | — |
| | Elizabeth | British | J. Keys | Bengal | — |
| | H. M. St. Curlew | British | S. S. Thornton | Cochin | — |
| | H. M. S. Liffey | British | C. Grant | Cochin | — |
| | Hannah | British | J. Correya | Cochin | — |

Shipping Departures.

CALCUTTA.

| Date | Names of Vessels | Flags | Commanders | Destination |
|---------|------------------|---------|------------|-------------|
| Dec. 27 | Minstrel | British | W. Barnes | London |

BOMBAY.

| Date | Names of Vessels | Flags | Commanders | Destination |
|---------|------------------|---------|---------------|-------------|
| Nov. 30 | Glenelg | British | H. R. Weddell | Bassadore |
| Dec. 1 | Cumbrian | British | J. Clarkson | London |
| | Kusrovia | British | J. A. Edwin | Bassadore |
| | Salhie | British | C. Jolleffe | Bassadore |
| | Elizabeth | British | J. Keys | Bussorah |

Stations of Vessels in the River.

CALCUTTA, DECEMBER 27, 1822.

At Diamond Harbour.—H. C. S. COLDSTREAM,—WILLIAM MONEY, —MARY ANN, CARRON, and HYDERRY, proceeded down,—NANCY, (F.) onward-bound, remains,—LADY FLORA, inward-bound, remains,—CALCUTTA, passed down.

Kedgerie.—His Majesty's Frigate GLASGOW,—GENERAL LECOR, (P.) onward-bound, remains,—LIVERPOOL, inward-bound, remains,—DAVID SCOTT, passed up,—EDWARD STRETTELL, passed down,—LOTUS, and HASHMY, onward-bound, remain.

New Anchorage.—H. C. Ships GENERAL HEWITT, WARREN HASTINGS, MARCHIONESS OF ELY, WINCHELSEA, DORSETSHIRE, and PRINCE REGENT, sailed for England.

Saugor.—AGINCOURT, ALMORAH, CLYDE, and HERALD, (Amber.) gone to Sea.

The SARAH (brig) arrived off Calcutta on Friday last.

Passengers.

Passengers per RELIANCE, from Madras to Bombay.—W. She field, Esq. Civil Service, Lieutenant O. Neal, His Majesty's 89th Regiment, Lieutenant M. Neal, 25th Regiment of Native Infantry, Ensign Moore, His Majesty's 69th Regiment, M. Mossard, Mrs. Seaton, and Miss Vaughan.

Passengers per CUMBRIAN, from Bombay for London.—Mrs. Woodhouse, Mrs. Shubrick, and Mrs. Imlack; Misses Anderson, and Pierce; Masters Woodhouse, Grant, 2 Masters Shubrick, and 2 Masters Imlack; J. H. Ravenshaw, Esq. G. L. Elliott, Esq. Civil Service, Lieutenant G. T. Agar, 25th Regiment of Bengal Native Infantry, Mr. Rowlings, and Lieutenant Robison, His Majesty's 4th Dragoons.

Marriage.

At Futtchgurh, on the 18th instant, by the Reverend H. L. WILLIAMS, Captain J. D. PARSONS, Sub-Assistant Commissary General, to Miss MARIA SWETENHAM.

Birth.

On the 28th instant, at the house of Captain HEYMAN, the Lady of M. J. LEMARCHAND, Esq. of Ghazepoor, of a Son.

Death.

At Bombay, on the 30th ultimo, aged 30 years, CHRISTIANA, the wife of Mr. T. BOYCE, of the Mathematics School, leaving a husband, in the wane of life, bereft of every earthly prospect of future comfort, to deplore the distressing loss of a most correct and cheerful companion, who possessed a highly honorable and benevolent mind, and was, withal, a most pious and humane Christian.